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AND  
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## MARRIAGE.

On the 7th January, at St. Francis de Sales' Church, Walton, England, by the Rev. Father Keegan, JOHN DALTON, Imperial Maritime Customs Service, China, to MARIA GRIFFITHS, daughter of the late JOHN HOLMES, Derby Road, Kirkdale. [450]

## DEATHS.

At Luginsland, Peak Road, on Friday, the 14th February, BERTHA, the dearly beloved wife of J. KRAMER, aged 35 years. [462]

At No. 4, Knutsford Terrace, Kowloon, on the 15th February, ANNIE BEATRICE WINDELMER HASLEWOOD, wife of HUGH SEPTIMIUS COOKE. [471]

## ARRIVALS OF MAILS.

The French mail of the 17th January arrived, per M. M. steamer *Ernest Simons*, on the 17th February (31 days); and the American mail of the 18th January arrived, per P. M. steamer *Peru*, on the 18th February (31 days).

## EPITOME OF THE WEEK.

A Masonic Ball was given at Hongkong on the 17th February to celebrate the jubilee of Zetland Lodge and the introduction of Freemasonry into Hongkong.

The annual report of the Green Island Cement Co., Limited, shows that after writing off \$1,805 for depreciation there remains \$12,441 to be carried forward to new account.

At the Hongkong Police Court on the 17th February three officers of the Russian man-of-war *Vladimir Monomach* were fined \$50 each for being found in the immediate vicinity of one of the forts with the intention of sketching.

There have lately been renewed reports of another intended rising at Canton, but they do not command much credence.

Mr. Kato, Chancellor of the Japanese Consulate-General, left Shanghai on the 7th February for Soochow, to take over from the Chinese officials the new Japanese settlement at that port.

Li Hung-chang has, it is reported, been ordered to proceed to St. Petersburg to represent the Emperor of China at the coronation of the Czar. Japan, it is also reported, will be represented by Marquis Ito.

News received from Ningpo reports that agents of the proposed railway line between Shanghai, Soochow, and other cities have contracted with the brick-kiln companies of Ningpo for all their output for 1896.—*N.C. Daily News*.

It is reported that the estimated expenditure upon public works in Formosa this year will alone amount to 30,000,000 yen, divided as follows:—Making roads, 6,000,000 yen; constructing harbour at Kelung, 4,000,000 yen; construction of railways, 20,000,000 yen.

There has been another shuffling of the political cards in Korea and the King has taken refuge at the Russian legation. A hundred men and a gun have been landed for the protection of the legation, and other foreign powers are taking similar steps for the protection of their respective consulates. It is believed that the declaration of a Russian protectorate is imminent.

The half-yearly meeting of the Hongkong and Shanghai Banking Corporation was held on the 15th February, when the report and accounts were adopted, and the directors, chief manager, and staff were complimented on the results of the half-year's working. It was stated that the services of Mr. T. Jackson as chief manager had been secured for a further term of three years.

The annual meeting of the Hongkong and Kowloon Wharf and Godown Co., Limited, was held on the 17th inst., when the report and accounts were adopted. The amount available for appropriation was \$69,816. An interim dividend of \$1.25 per share was paid in July, and the report recommended a final dividend of the same amount, making 5 per cent. for the year.

A Tokyo press despatch of the 5th February states:—"The Government has decided to prohibit the import of opium to Formosa, but will establish a Board which will grant permits to confirmed opium smokers who can prove that abstinence would seriously injure their health." Another despatch of the following day says:—"It is reported that opium will be made a Government monopoly in Formosa."

The Tientsin correspondent of the *Mercury*, writing on the 24th January, says:—"The contract for building ironclads, cruisers, and torpedo-catchers has been placed in Herr H. Mandl's hands. The sum required to carry out this contract is said to be fixed at Tls. 17,000,000. He treated several of his friends to bumpers at the new club, and his friends responded with much enthusiasm by *Hoch soll er leben, drei mal hoch*.

It is reported from Japan that M. Gerard, the French Minister at Peking, is about to return home, having been appointed Chief of the Administrative Bureau. M. G. Dubail, Consul-General at Shanghai, will succeed M. Gerard at Peking, and M. Klobukowski, Consul-General at Yokohama, will go to Shanghai.

Amusing reports are in circulation as to the social friction which has arisen in diplomatic circles at Peking in consequence of the dissatisfaction of the French and Russian Ministers with the constitution of the newly elected Committee of the Club. The washing of dirty linen has gone to such lengths that the French Minister has taken steps, it is said, to debar the general community from the privilege of using the laundry of the French convent.

The annual general meeting of the Shanghai Land Investment Company, Limited, was held on the 11th February. The report of the directors and the accounts were unanimously accepted and passed and a final dividend for the year of 4½ per cent. was authorised to be paid. The directors were also authorised to issue debentures to an amount not exceeding Tls. 2,000,000, with interest not exceeding 6 per cent. An extraordinary general meeting was subsequently held at which the articles of association were altered.

The *Kobe Chronicle* says:—"We learn on the best authority that a service of steamers is about to be established between Java and Japan, calling at Hongkong, Yokohama, Kobe, and other ports. The steamers will be under the flag of the Koninglyken Paketvaart Maatschappij, and the service will be subsidised by the Dutch Government. The first steamer is expected to reach Yokohama at the end of April. There is at present a want of communication with Java, and such a service of steamers will doubtless foster and develop the trade and commerce between Malaysia, China, and Japan.

The report of the Hongkong and Whampoa Dock Co., Limited, for the half-year ended 31st December has been issued. The amount available for appropriation is \$483,974, and it is proposed to pay a dividend for the half-year of 8 per cent. and a bonus of 4 per cent., amounting together to \$187,500, a bonus of \$20,000 to contributing shareholders, a bonus of \$22,000 to the European staff of the Company, that \$200,000 be passed to reserve fund, and the balance of \$54,474 carried to new account. The net profit for the half-year, after deducting directors' and auditors' fees, amounts to over 25 per cent. on the capital of \$1,562,500.

A Tokyo press despatch of the 1st February reads:—"The Government, it is stated, has addressed a communication to the foreign powers with which this country has entered into commercial and mercantile treaties, announcing that the subjects of those countries may reside and engage in commerce at Tamsui, Kelung, Anping, Tainan, and Takow. The Chinese are also permitted both to export and import at four ports, Tainan being excepted. Notwithstanding the peculiar customs which obtain in Formosa, the rules and regulations agreed upon between the foreign powers and Japan are made operative in Formosa, so far as is practicable. Foreigners availing themselves of these privileges and conveniences are required to obey the laws as administered in the island.



## PROGRESS IN CHINA.

Not long since in this column we expressed the opinion that progress of any kind in China, whether political, administrative, or material, would be very slow; that, in point of fact, it was not likely to receive any great impetus by recent events, and might even, perhaps, be less certain and no more rapid than before the war with Japan. The crisis of affairs came and found the Government unprepared to meet it; the hour arrived, but not the man; and the Empire, weakened and disorganised, is yet unconvinced of the necessity for reform. True there are a few among the people who sigh for a change, and a still smaller number are perhaps ready to join in an attempt to overturn the existing régime even by force of arms, but there is, we believe, no general movement in this direction, no organisation having the smallest chance of bringing about a successful revolution. Feeble as the Central Government proved when confronted by a foreign foe, it is, as compared with an undisciplined host of coolies or patriots, invincibly strong, and no rebellion has a chance unless it is promoted by a military man who can secure a base on the coast. There has been a good deal of talk about a rising in Canton of late; one abortive plot was prematurely exposed and crushed and others may be in process of incubation, but we do not believe that any attempted revolution will, under present circumstances and conditions, prove strong enough to give the authorities much anxiety. No really patriotic rising, having for its objects the reform of the administration and amelioration of the condition of the people is at all likely to have a military leader, and the ordinary Chinese trader or gentleman is, so far as organising a revolutionary outbreak is concerned, about as helpless as a babe. The mere collection of a rabble of coolies armed with weapons they did not know how to use would inevitably be dispersed on the first encounter even with the half disciplined soldiers of the Emperor.

The hope of any real progress from within the Central Kingdom being so slender therefore, the only prospect is that which will arise by reason of pressure from without, or the needs of the moment. Individual mandarins having spasmodic energy and temporary power may also be expected to do something, though their efforts will in some cases be ill-directed and their intentions partly thwarted by interested and venal subordinates. Unfortunately for China, honest and vigorous administrators are extremely rare, and the good they do during their tenure of office is too frequently reversed by their successors. It is for this reason we are glad to hear that CHANG CHIH-TUNG is to remain at Nanking as Viceroy of the Liang Kiang. His Excellency LIU KUN-YI will not return, and the various enterprises and improvements originated or designed by CHANG now stand some chance of being carried to completion. The railway from Shanghai to Soochow and thence to Nanking, which is one of His Excellency's schemes, will no doubt be put through, and this will form a very important section of the line along the Yangtze Valley to Wuchang. If this line is only pushed on rapidly it must prove a valuable agent in promoting trade, and will serve as a feeder for the Grand Trunk Railway, to be built from Lachow, near Peking, to Hankow. This latter line, according to a telegram received by an evening contemporary, has not only been decided upon, but is to be partly financed by English and American capitalists, the funds from native sources not

being sufficient for the purpose presumably. If this be true, it is a very important circumstance as indicating either a decline in the aversion to allow foreigners to acquire any property in the Flowery Land or a new-born conviction in the minds of the mandarins of the necessity of availing themselves of the help of outside capital to develop the resources of the country. What the French Government will say to British and American assistance being invoked when a special treaty with France stipulates that China may apply to that country for aid in the construction of railways it is hard to say! No doubt they will see in it another instance of the perfidy of the Anglo-Saxon and the ingratitude of the Celestial. The real fact probably is that the Chinese Government have gone to the cheapest market for capital and matériel. But however that may be, it is a significant fact, if a fact, that China should at last have unexpectedly decided to resort to foreign help in the construction of her main line of railway.

Important as such a step must prove, it would be easy to overrate it. For instance, it need not follow that the Chinese Government, well pleased to find so easy a mode of raising the capital for what they believe will prove remunerative undertakings, will resort to the same means to obtain the funds for the construction of the southern section of the railway, from Wuchang to Canton. They may do so, but on the other hand they may tire of the work before the first section is completed, and the southern line may remain a mere project for another decade or two. It is well not to reckon upon anything in China, for in most cases disappointment is the only fruit reaped. Some years back a line was projected from Canton to Kowloon, it received the Imperial sanction, a powerful syndicate was formed to construct it, a preliminary survey was made, and many sanguine anticipations as to the developments to be expected therefrom were indulged in. Alas for the promoters of the enterprise; they had not sufficiently reckoned with the mandarins. The rapacity of the then Viceroy was insatiable, and the railway remains to this day *in nubibus*. Did it depend upon one or two greedy officials, the line from Lukou to Hankow would probably make like progress towards substantial fact. Even now, we are loth to credit any report until confirmed by actual commencement of the work. So many schemes have been talked about, have even advanced towards commencement, and yet have failed of realization, that it is wiser to take all reports with a grain of salt. None the less, unbelieving as we may be, pessimistic as experience has made us, we shall be delighted to witness the real commencement of a railway system in backward China. Who can doubt that the connection of Hankow with Kowloon by railway would inaugurate a new era in the history of foreign trade with China, or that it would fail to greatly augment that trade. Neither could the growth of this colony under such conditions be a matter of speculation. More than ever would Hongkong be a centre of British trade, and the necessity for an extension of its narrow limits for the efficient protection of its vast and ever growing interests would be still more urgently felt. It is to be hoped the rectification of the frontiers will precede the arrival of the iron horse in Kowloon.

The maximum temperature last month was 77.7, on the 10th, and the minimum 51.6, on the 19th, the mean for the month being 62. The rainfall amounted to 1.73 in.

## DIRECT TRADE IN JAPAN AND THE COMPRADORE SYSTEM.

Foreign firms in Japan are threatened with severe competition at the hands of native merchants, who are preparing, have indeed commenced, to engage in direct trade with foreign countries. The danger has been foreseen for a long time past and has been discussed with more or less intelligence by the foreign press in Japan, generally with less rather than more. Even the *Japan Mail*, with its pro-Japanese views, has maintained the indispensability of the foreign middleman in Japan and the inadvisability of the Japanese attempting to conduct their foreign trade themselves. Dissertations on his value and virtues may form agreeable reading for the foreign middleman aforesaid, may tickle his vanity and suffuse him with a grateful sense of his own merits and importance, but they are not likely to advance his interests in any way. The foreign middleman will be employed only so long as he is found useful; if or when the Japanese find they can do the work themselves at less cost they will not continue to pay commissions to others for doing it for them. Can the European merchant, then, maintain his ground? This is not a question of sentiment, but of hard business calculation. Greatly as we may regret the supersession of the foreign middleman, superseded he will be unless by adaptation to the changing circumstances he can maintain his superiority as an agent for the particular work to be done. In an interview with a representative of the *British Trade Journal* Mr. HAKARU ISONO, a Japanese merchant at present travelling in Europe, foretold the rapid expansion of direct foreign trade, and, asked as to the system of importing through English houses at the Treaty Ports, he replied:—"The foreign importer supplies the Japanese wholesale houses through the intermediary or banto. Sometimes the bantos travel, and the importer leaves it to them or their *employés* to find buyers, either wholesale or retail. The banto makes his own selling price, thus gaining a profit for himself. But he also trades on his own account, and may sell below cost on some goods, recouping the loss by extra-large profits on others. The English importer, knowing nothing of the language, cannot deal direct with the buyers; nor does he seem to care to associate with them. Thus he remains in the hands of the bantos. Under the new and direct system of importing through a native agent, I am responsible to the English producer or wholesale house here, and I come into immediate contact with the wholesale or retail buyer in Japan, and also with the consumer. I know his wants and his peculiarities."

The compradore system has been inveighed against almost ever since the establishment of foreign trade in the Far East; but it has held its own and is as firmly established to-day as ever it was. The time has arrived, however, when, in Japan at all events, the foreign merchant must shake himself free of the compradore or banto or reconcile himself to the fate of gradual elimination from the trade. At present the foreign merchant wants his commission and the banto or compradore wants another for himself, and it is absolutely certain the trade will not much longer continue to support both. The vice of the system has had a recent illustration at Yokohama, where the compradore of Messrs. FINDLAY, RICHARDSON & Co. was arrested on a charge of embezzling sums amounting in the aggregate to 70,000 yen, but the case was compromised by the



accused refunding less than half the sum. If the case had gone to trial it is very doubtful whether a conviction could have been obtained, for Mr. CHEN YA-TING had only followed the recognised custom among compradors, and, after ascertaining the minimum price the firm was willing to accept for certain imported goods had sold them at a higher price and pocketed the difference, besides receiving his legitimate commission. The case having been settled the full details of the affair have not transpired, but sufficient was published by our Yokohama contemporaries to throw into striking relief the defects of a system which renders such frauds possible. All the other compradors at Yokohama were said to be greatly excited, because what Messrs. FINDLAY, RICHARDSON & Co.'s man had done they all do, though there must have been circumstances which rendered the fraud more easily traceable in his case than others. In China the foreign merchant is not threatened with the competition of direct trade in the same way as his congener in Japan and may continue to indulge in the luxury of a comprador without fear of seeing the trade thereby transferred wholly to native hands, but he has to pay heavily for it. The competition in China is not so much between natives and foreigners, as between the different nationalities of foreigners. Those who succeed most completely in shaking themselves free of the comprador, or minimising the strength of his octopus grip, will be able to trade on the best terms, and to his failure in this direction something of the decadence of the British merchant in China may possibly be attributed.

#### SKETCHING THE FORTS.

(18th February.)

The penalty imposed by the Police Magistrate yesterday on the three Russian officers accused of sketching the forts will excite some surprise. If the offence committed was merely technical and unintentional it would have been sufficient to inform the defendants of the law and impose no penalty; if on the other hand they were really acting as spies they should have been sent to gaol for the full term allowed by the Ordinance, namely, three months or one month according to the section under which they were convicted. The law was passed with the intention of preventing sketches of the forts being taken for the use of foreign Governments, but it is not likely to have any practical effect if the only penalty for its contravention is a fine of \$50. Ignorance could not be pleaded in the case, for there is no military or naval officer in the service of any civilised power who is not well aware of the illegality of the sketching of defences or trespassing in fortification works. It was remarked in the course of the trial yesterday that such conduct as that of Baron GRAEVENITZ and his brother lieutenants would not be allowed at Vladivostok, to which the defendants' solicitor replied that here we are enlightened, which was rather a backhanded compliment to his clients' Government, the implication being that Russia is not enlightened. The utility of the Defences Sketching Prevention Ordinance may, however, be called in question. Trespassing can be prevented by the posting of sentries, but it is hardly likely that any legal penalties will prevent foreign Governments collecting all the information obtainable outside the lines. General CAMERON, speaking in public in Hongkong on one occasion, before anything had been heard of the Sketching Ordinance, said:—"There is now nothing secret about

"the profession of arms. We may make our fortifications, or do anything, and it is all as clear to any one as the noonday, and you may depend upon it that the army which wins in future will be the army which does everything the most thoroughly." We are somewhat inclined to agree with His Excellency. If the penalty for sketching were penal servitude for life no doubt foreign Governments would be able to secure spies willing to incur the risk. The Ordinance is somewhat absurd, too, in making a distinction between the offence of sketching and that of being found in the immediate vicinity of military works with the intention of sketching—three months being the maximum penalty in one case and one month in the other. It cannot make any difference to the criminality of the act whether the offender is detected before he has commenced to sketch or afterwards, provided the intention is clearly proved. However, the law must be taken as it stands, and it certainly allows a large discretion to the Magistrate, who may inflict a merely nominal penalty if that appears to him to meet the justice of the case, or may send the offender to gaol without the option of a fine. But it is evident, as a matter of common sense, that only drastic penalties will have any effect in carrying out the intention of the legislature. It may be doubted whether even drastic penalties would be effective, but a fifty dollars fine imposed upon gentlemen in the position of Baron GRAEVENITZ, Lieut. EPANCHINE, and Lieut. STRANNOLINSKY is no penalty at all.

#### A RUSSIAN PROTECTORATE FOR KOREA.

The news we published on Saturday as to renewed disturbances in Korea is of serious import. The King has taken refuge at the Russian Legation, a Russian force has been landed for the protection of the Legation, and a similar step is being taken by other foreign Powers for the protection of their respective Consulates. The situation is evidently regarded as grave and we may be prepared for exciting news. The King's going to the Russian Legation has the appearance of a first step towards the establishment of a Russian protectorate and the overthrow of the Japanese ascendancy in the country. Hitherto Japan has assumed the duty of protecting the person of the King when disturbance threatened, and in October last the late Japanese representative, Viscount MURA, under pretext of discharging that function, arranged the murder of the Queen. That shameful crime is now apparently bearing fruit and has no doubt helped to bring events to the crisis towards which they have been tending since the conclusion of the war between China and Japan. It has been made only too clear that Korea is incompetent to manage her own affairs, but must be placed, either temporarily or permanently, under the control of some Power strong enough to suppress the anarchy which prevails and bring the administration into a state of order. Russia objects to Japan undertaking that duty, and though Japan objects as strongly to Russia undertaking it she will probably in the long run be compelled to submit. It is an open secret that at the time Japan entered on the war with China she had in contemplation the probability that that struggle would be succeeded by one with Russia and she looked forward to it with a light heart. She calculated that with her numerous ports and facilities for provisioning and repairing her ships her fleet

would be able to cope with the Russian squadron, which would only have Vladivostok to fall back upon. What was not foreseen, however, was the support Russia has received from Germany and France, which compelled Japan to relinquish the Liaotung Peninsula and which will equally compel her to hold her hand in Korea if the triple alliance continues. But it will be a very bitter experience for Japan to see Korea absorbed by Russia, if such is to be the case, and popular excitement, it is to be feared, may run so high as to endanger the preservation of peace.

#### MR. JACKSON AND THE HONGKONG AND SHANGHAI BANK.

The announcement made at the meeting of the Hongkong and Shanghai Bank on Saturday that the services of Mr. T. JACKSON as Chief Manager had been secured for a further term of three years was received with much satisfaction by the shareholders, and the satisfaction will be shared by the Bank's customers and the public in general. Under Mr. JACKSON's able and liberal minded management the Bank has prospered exceedingly and the facilities offered to the business public have been such as to satisfy all requirements. At the moment the outlook is bright and the prospects of the Bank were never more encouraging. Competition is mentioned, but "competition is the life of trade," and, as was remarked by Mr. C. S. SHARP at the meeting on Saturday, it is to be expected that with cheaper money and for other reasons trade connected with the Far East may in the near future show considerable expansion. Should this expectation unfortunately not be realised and bad times instead of good ones be in store the Bank could have no better man to bring it safely through them than Mr. JACKSON.

#### SUPREME COURT.

13th February

IN ORIGINAL JURISDICTION.

BEFORE HON. W. M. GOODMAN (ACTING CHIEF JUSTICE.)

IN THE MATTER OF THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LIMITED AND REDUCED. AND IN THE MATTER OF THE COMPANIES ORDINANCES 1877 TO 1886.

The Hongkong, Canton, and Macao Steamboat Company, Limited and Reduced, petitioned for sanction to reduce its capital.

Mr. J. J. Francis, Q.C. (instructed by Mr. Ellis, of Mr. V. H. Deacon's office), appeared for the Company, and said he presumed his Lordship had examined the affidavits and papers.

His Lordship—Yes, I have. The chief matter to be attended to is, I suppose, to see whether rules 90 and 91 have been complied with.

Mr. Francis—Yes, my lord. Rule 90 says—"When the petition comes on to be heard, the Court may, if it shall so think fit, give such directions as may seem proper with reference to securing in manner mentioned in section 13 of the Companies Ordinance 1877 the payment of the debts or claims of any creditors who do not consent to the proposed reduction; and the further hearing of the petition may, if the Court shall think fit, be adjourned for the purpose of allowing any steps to be taken with reference to the securing in manner aforesaid the payment of such debts or claims." Your Lordship will see from the affidavit which has been filed by Mr. Arnold that there are only three claims certified by the Registrar as unpaid. One is a claim by Chi Sui Ling for \$60, but this has been paid since the affidavit was sworn to, so as a matter of fact, although there is no direct evidence upon the point, there are only two



claims unpaid at the present moment, one by Katt Gen for \$180, and the other by E. Solomon for \$4.80.

At the suggestion of counsel Mr. Arnold was called and said that he was advised yesterday that Chi Sui Ling, who was in Shanghai, had been paid the \$600 due to him. The sum due to Katt Gen had been remitted to London, where he was, and witness did not know at present whether the money had been received. He did not know the whereabouts of E. Solomon, to whom \$4.80 was due.

Mr. Francis—There is now rule 91, my Lord. "Where the Court makes an order confirming a reduction, such order shall give directions in what manner and in what newspapers, and at what times, notice of the registration of the order and of such minute as mentioned in the 14th section of the Companies Ordinance 1887 is to be published, and shall fix the date until which the words 'and reduced' are to be deemed part of the name of the Company as mentioned in the 10th section of the said Ordinance."

His Lordship—There is no object in keeping the words "and reduced" in the title for any special time, because there are no creditors.

Mr. Francis—No creditors at all, my Lord; and there is no further liability in connection with the shares. I think your Lordship might dispense with the continuance of the words, as in the case of the Green Island Cement Company.

His Lordship—I do not see the necessity for such continuance under the circumstances. I make an order confirming the reduction of the capital, and direct that an advertisement of the order and minute be twice inserted in the *Government Gazette* and in each of the three daily papers; the continuance of the words "and reduced" in the title of the company to be entirely dispensed with from to-day.

Order made accordingly.

### SKEETCHING THE LYEMOON DEFENCES.

#### CONVICTION OF THREE RUSSIAN OFFICERS.

At the Police Court on the 17th Feb., before Mr. T. Sercombe Smith, Baron Graevenitz, a lieutenant on the Russian man-of-war *Vladimir Monomach*, Lieutenant Epanchine, and Lieutenant Strannolninsky, of the same vessel, were charged with unlawfully trespassing in the field works at Hongham Dock Fort for an unlawful purpose, and being in possession of sketches and sketching materials on Sunday, the 16th inst.

Hon. Commander W. C. H. Hastings (Acting Captain Superintendent of Police) conducted the case for the prosecution, and Mr. V. H. Deacon represented the three defendants. Considerable interest was manifested in the case, and several officers of the Garrison were present in Court. Mr. St. C. Michaelsen, the Russian Consul, was also in Court and sat next to Mr. Deacon.

Mr. Deacon—Before the prosecution commences their case, if it is to proceed, I take the earliest opportunity of making a statement.

His Worship—Do you admit it all?

Mr. Deacon—I admit every fact, but not the offence.

His Worship—Do you admit that they were in the possession of sketching materials?

Mr. Deacon—Some sketches were found on one of them, certainly.

His Worship said unless Mr. Deacon had something to say in mitigation of the offence, the case must proceed.

Mr. Deacon—I was really going to give the version of the officers as gentlemen and leave it to you.

His Worship—I shall hear the evidence first.

Mr. Deacon—We must go on in the usual way, then.

His Worship—Yes.

Thomas O'Toole, acting bombardier, R.A., was called and said—On the morning of the 16th instant, about 11 a.m., my attention was drawn to three men trespassing on Government property outside the Kowloon Dock forts. I saw one with an opera glass, which he was using in the direction of the forts. Another gunner, a private, and I went to them. I took their names and brought them down to Hongham police station. They were about forty yards from the observing station.

Hon. Commander Hastings—They were in the field?

Witness—Yes.

Hon. Commander Hastings—Had they passed any notice board?

Witness—Oh, yes, two of them.

His Worship—What were those notice boards?

Witness—One of them had upon it, "War Department Property. No admittance."

Mr. Deacon—What do you mean by field works? Were the defendants actually within the fortifications?

Witness—They were between the bridge and the range fire observing station. They had passed the bridge and were on the hill near the observing station; that is a field work.

Mr. Deacon—Was there any gate or door or anything through which they had to pass?

Witness—No.

Mr. Deacon—Was it all open?

Witness—Yes, it was all open, but notices were posted up, and the defendants could not have gone that way without seeing the notices.

Mr. Deacon—You know the road that leads up to the Docks from the town below?

Witness—Yes.

Mr. Deacon—I think that branches off to the right and left close by the forts?

Witness—It does.

Mr. Deacon—Now up to the junction of the roads there is no notice at all?

Witness—There is one notice just before you come—

Mr. Deacon—Now just think.

Witness—There is one notice.

Mr. Deacon—Where?

Witness—At the beginning of the road.

Mr. Deacon—What do you call the beginning of the road—the foot of the hill?

Witness—That is the foot of the hill; it is just before the junction.

Mr. Deacon—You say it is just before the junction; I want to know exactly where it is. Is it close to the foot of the hill?

Witness—Yes, it is at the foot of the hill.

Mr. Deacon—What is on that notice board?

Witness—It is a very large notice board.

Mr. Deacon—What is on it? It might say anything. What is it? You have come here to try to incriminate my clients, so let us know what is on the notice board.

Witness—I do not know what is on that notice board.

Mr. Deacon—You don't know anything about it. Is it a War Office notice board?

Witness—I know it is.

Mr. Deacon—How do you know that? If you don't know what is on it, I do not see how you can say it is a War Office notice board. Just be careful what you say. You know nothing about it at all; that is perfectly clear. What is on the other notice board?

Witness—"War Department Property. No admittance."

Mr. Deacon—Which of the roads is that notice on,—the one to the right or the one to the left?

Witness—It is on the right going through the junction.

Mr. Deacon—Now bear in mind this: we have come up from the village to the hill. Is the notice on the left or the right road?

Witness—It is on the right road; it is just at the junction.

Mr. Deacon—This is rather important. Just make a little sketch of it on some paper.

Witness, with the aid of a stick, a pencil, and his left hand, described the position of the roads.

Mr. Deacon—Did you see them pass that notice?

Witness—No.

Mr. Deacon—As a matter of fact didn't you see them go up to that notice, look at it, and turn back again?

Witness—No.

Mr. Deacon—You have told us of two notices—one at the foot of the hill and one at the left of the road. Is there one on the other road?

Witness—I cannot say.

Mr. Deacon—You don't know?

Witness—I don't know.

Mr. Deacon—When you first saw the defendants where were they standing?

Witness—They were standing at the foot of the hill to the left of the fort, looking towards it.

Mr. Deacon—Looking all around, I suppose?

Witness—Looking direct at the fort through opera glasses.

Mr. Deacon—They could not all have looked through the opera glasses. Only one you mean?

Witness—Only one.

Mr. Deacon—Which one?

Witness—I cannot say.

Mr. Deacon—Did you see them looking all around, or only at the fort?

Witness—Only at the fort.

Mr. Deacon—Were they looking over the harbour or anywhere else?

Witness—I did not see them.

Mr. Deacon—What you call the field work is really open to everybody. There is no wall to pass, or gate, or door?

Witness—No, there is not.

Gunner Morris Langan said—About eleven o'clock on Sunday morning a Sikh called my attention to three men. They were then on the hill side, which is part of the field works. One was looking through a pair of opera glasses. They afterwards went into the road.

Mr. Deacon—What do you call a field work? Just describe it.

Witness—A field work is land used for British works, and near this spot there is a pedestal for range finding.

Mr. Deacon—What is your recollection of the notices there? How many are there?

Witness—I cannot say how many; there are a good many all round.

Mr. Deacon—Were there any near this place where you say you saw the men? (To his Worship). Of course, your Worship, we were there; we are not in the least disputing that.

Witness—I saw one notice near them.

Mr. Deacon—What does it say?

Witness—I had no one to pass without permission of the commanding officer.

Mr. Deacon—I believe the road from the village is open?

Witness—Yes, but there are notice boards there.

Mr. Deacon—How many?

Witness—There is one in the road leading from the end of the village, and—

Mr. Deacon—What does that say? Have you read it yourself?

Witness—Yes. It says that no one is to pass excepting those holding passes from the commanding officer.

Mr. Deacon—That is at the foot of the hill?

Witness—Yes, and there is another at the top of the hill near the cross.

Mr. Deacon—What does that say?

Witness—"War Department Property."

Mr. Deacon—Anything else?

Witness—Nothing else.

Mr. Deacon—Is there not a notice at the junction saying that people are not to go through, but to turn back, or something of that sort?

Witness—I cannot say.

Mr. Deacon—Just think, because the other witness told us there was.

Witness—I do not know. There are a good many notices and I have not read them all.

Private Khan, of the Hongkong Regiment, said—I was on duty at howloon near the sea at 11 a.m. on Sunday. I saw the three defendants on the top of a hill looking all about with an opera glass, and also looking towards Lyemou. They looked at different places, and were in a prohibited area, about one hundred or two hundred paces from the fort.

No questions were asked by Mr. Deacon.

Walter William Blades—I am master gunner in the Royal Artillery. Outside howloon Dock battery there is a board with a notice to the effect that admission to the defences is only granted by permission of the General Officer Commanding and that any information gained is to be considered confidential. There is another notice board at the junction of the three roads just below the Kowloon Institute. That notice says that trespassers will be prosecuted. There is also another notice about twenty yards higher up in similar terms as the first one. There is no actual defence at the junction of the three roads. Kowloon East battery is nearly a hundred yards from that junction; this is the nearest battery, and is on the left.

Mr. Deacon—How do you describe a field work?



Witness—A military defence.

Mr. Deacon—You know the hill side; would you call that a field work in your military technical language?

Witness—There is no work there at all.

Mr. Deacon—That is what I wanted to know. I believe the road is entirely open with the exception of the notices.

Witness—Yes.

Mr. Deacon—Nothing to stop anybody?

Witness—Nothing; only the notice board.

Mr. Deacon—The section of the act says "No person shall enter any barrier, field work, or fortification." Do you say the hillside was a field work?

Witness—Yes.

Mr. Deacon—Why?

Witness—Because there is a bridge over a gully or nullah.

Mr. Deacon—But that is not of necessity a field work.

Witness—Yes, it is part of the defence.

Mr. Deacon—It is a pathway?

Witness—Yes, it's a bridge.

Mr. Deacon—But if the bridge wasn't there you would have to jump over the nullah. Why call that a field work?

Witness—Because it is part of the fortifications.

Mr. Deacon—(To his Worship)—Of course we were there, your Worship, and I am going to tell you why presently. (To Witness). You would call this a field work simply because the bridge is there?

Witness—The bridge is part of the fortifications.

Mr. Deacon—Would you call the junction of the roads a field work?

Witness—No, I would not.

Inspector Butlin—I am in charge of the Kowloon Police District. About 12.20 p.m. on the 16th inst. defendants were brought to the Yaumati Station and charged with trespassing on the field works at Hongham. I ordered them to be searched. On the second defendant was found a pair of field glasses; on the third defendant this pocket book containing two sketches. One sketch is marked "Lyemooon;" the other bears no name. I told them they would be charged with sketching and being in possession of sketching materials.

This concluded the evidence, and Hon. Commander Hastings asked for a remand in order to prove what a field work is.

Mr. Deacon—I certainly oppose very strongly any remand. The police have had ample time, I submit, to get everything together, and the ship wants to go away this afternoon.

Hon. Commander Hastings—I should like to say there has not been ample time, but I wrote to the General's A. D. C. only last night, and he arrived here at 10.30 this morning.

Mr. Deacon—I do not wish to take the slightest technical objection here.

His Worship—How long will it be necessary to remand the case for? I will take it at two o'clock this afternoon if you like.

Mr. Deacon—I do not know whether this evidence is simply to prove what a field work is?

His Worship—Is that so, Captain Hastings?

Hon. Commander Hastings—Yes, to prove this is a field work.

Mr. Deacon—If that is all, I'll technically admit it at once.

Hon. Commander Hastings—All the documents here are in Russian, with the exception of one sketch, and we can make neither top nor tail of that. There are a lot of printed things and manuscript.

Mr. Deacon—Defendants say they are all private documents.

Hon. Commander Hastings—Oh, of course, all private documents!

Mr. Deacon—You can have them translated.

Hon. Commander Hastings—That is our difficulty as there is no one to translate them.

Mr. Deacon—Mr. Michaelson will translate them.

Mr. Michaelson—No, I cannot.

Mr. Deacon—If your Worship wishes to have them translated there is somebody in Court who can translate them.

Hon. Commander Hastings—Oh, I don't think its necessary.

Mr. Deacon—But we prefer you to have the whole thing out.

Mr. Michaelson—There is no objection at all.

Hon. Commander Hastings—As Mr. Deacon admits the defendants were in the field work I don't ask for a remand.

His Worship—Yes, he admits. Have you any more evidence to call?

Hon. Commander Hastings—I would like to prove what this sketch is.

Mr. Deacon—I think I will admit any thing if you will give it to me.

His Worship—We want you to admit what that is a sketch of.

Mr. Deacon—I should like to see it if I might.

The sketch was handed to Mr. Deacon who said—That is Lyemooon.

His Worship—The forts?

Mr. Deacon—Yes.

Hon. Commander Hastings—And the elevation; how did they get that?

This sketch was handed to the defendants who, through Mr. Michaelson, said the sketch was the bearings taken by the sun.

Hon. Commander Hastings—Defendants admit they are sketches of the Lyemooon forts.

Mr. Deacon—Yes, that is a sketch of the Lyemooon forts. As a matter of fact these sketches were taken on board the man of war as she came down the harbour. That I admit at once freely. They were not taken on shore—any of them. That one is Lyemooon entering on the left, as you will find.

Sergeant McNab was then called and said—I am in charge of Stanley Station.

Hon. Commander Hastings—Have you seen the defendants before?

Witness—Yes.

Hon. Commander Hastings—When?

Witness—About 1.15 p.m. on the 15th inst.

Hon. Commander Hastings—Where?

Witness—At Stanley.

Hon. Commander Hastings—What were they doing?

Witness—They came on horseback and passed the station.

Hon. Commander Hastings—What had they with them?

Witness—They rode towards the old military ground and came back again. They asked me if they could sit down and have some chow. I asked them to sit down in the station. They had a coolie with them carrying some food. They sat down in the station for about twenty minutes. The second defendant had a map in his pocket. He asked me to show him the direction on the map to Wongmakok. They asked me if they could go there on horseback. I told them they could not as the road was bad. They then went away along Aberdeen Road.

Hon. Commander Hastings—That shows a laudable desire for knowledge.

Mr. Deacon—It shows a laudable desire for horse-back riding.

Hon. Commander Hastings—Well, it would not be allowed in Vladivostok or Siberia.

Mr. Deacon—This is not Vladivostok or Siberia; we are enlightened here.

The case for the prosecution was now completed, and for the defence Mr. Deacon said—What I was going to say at the commencement I place before your Worship now. As you see I in no way question our being there, so if your Worship thinks this is a field work, I'll admit it at once. We were undoubtedly there. The truth about this thing is that these three gentlemen yesterday morning wanted to go for a walk; they wanted to go on shore to stretch their legs, and they took the direction of Kowloon and walked along the new road there towards the docks. Of course your Worship understands I am making this defence strictly instructed by these three gentlemen, and on their words of honour as Russian officers and gentlemen. I do not intend to call the slightest evidence, and I am going to put the case exactly as it happened, and if your Worship thinks we have offended, then we have offended, and we shall have to pay the penalty, whatever it may be. As I was saying, these gentlemen were walking towards the docks. When they got to the village they saw a road going towards the hill, and it struck them that they would go up the hill and admire the view, just as many people have done before, and as I have no doubt your Worship has often done, and as I have done; and as no doubt Captain Hastings has done. They did not see any notice at the foot of the hill; they saw no notice there whatever. They went up till they

came to the junction of the roads already alluded to, and there they saw a notice just on the left. Seeing that they went no further, and they turned back. They took the road to the right, as to which there is no notice. Then they went along till rounding the field they saw a fort right at the head of them, and of course they knew they had no right to go there. Still wishing to get a good view of the harbour they went up on the hill side and, with the aid of opera glasses, looked everywhere all round as the witness Khan said. One used the glasses; the other two did not. Then they thought they would like to go back and look at the docks, and they went into the roadway where they met the sentinel to whom they gave their names, &c. These sketches are of course sketches of Hongkong; we admit that at once. I emphatically say, and say emphatically instructed by these three officers, that the sketches were made on board the Russian ship as she was coming into the harbour on the afternoon of the 10th inst.—just as the *Vladimir Monomach* was coming down the harbour. They were not made on shore, nor is there the slightest evidence to show they were. The witnesses themselves do not speak to any act whatever of sketching, and they did not sketch.

His Worship—They were there with sketching materials.

Mr. Deacon—I do not say they were not. Sub-section 5 says—

His Worship—"With the intention."

Mr. Deacon—Precisely, with the intention; that is the very thing. Technically I say there is no evidence proved—certainly there is no intention proved, and not one of the witnesses says that the gentlemen in question were sketching, because they were not sketching, and therefore all they could possibly be charged with was an offence against section 3.

His Worship—The sketches were in a book, and that they were there for the purpose of sketching is pretty well proved by the fact that they were there with this book which has sketches in it.

Mr. Deacon—I do not see of necessity that that is the case. Because they have this book in their possession does not prove they were there with the intention of sketching.

His Worship—Not in itself, but this book has already sketches in it.

Mr. Deacon—I am showing how those sketches were made on their word as officers and gentlemen. They were made as the ship was coming down the harbour. With regard to the book itself I wish to point out that it is similar to a book which, I am instructed, every Russian officer carries. It is a little memorandum book used for all sorts of things—entering calculations perhaps of their doings, and anything that strikes them, and also for making sketches as stated; but I submit they may on board their own Russian man-of-war and under their own Russian flag make sketches of anything. It cannot surely be alleged that, when on board the Russian Emperor's cruisers, they must not make sketches as they go along.

His Worship—No.

Mr. Deacon—I do not raise a technical point in the case. If you think this was a field work which I very much question, and certainly one of the witnesses said it was not, but I do not take that point. I simply wish to explain how it all happened. Maybe in legal phraseology we were doing wrong, but immediately we saw the fort we turned back and went no further than to simply get a view. That is the whole story of the thing. I present that statement on behalf of these gentlemen. As Russian officers they give the Court their word of honour that what I have stated is correct. With these remarks I leave the case entirely in your hands.

His Worship—You do not object to both these charges being under the same—

Mr. Deacon—No, sir, I object to nothing whatever. I have told your Worship the facts, and if you think we ought to be punished then we will pay, but I have told your Worship the true facts of the case.

His Worship—I impose a fine of \$50 on each of the defendants.

Hon. Commander Hastings—Can the sketches be handed over to the military authorities?

His Worship—Yes.



Mr. Deacon—Can the defendants have the book back after the sketches have been torn out?

His Worship—The book will be forfeited.

Mr. Deacon—I presume, sir, these watches and things may be given up now?

His Worship—Yes; you can arrange that with the police.

### TROUBLE IN KOREA.

#### THE KING TAKES REFUGE AT THE RUSSIAN LEGATION.

Information has been received of renewed trouble in Korea. The King has taken refuge in the Russian Legation at Seoul and the Russians have landed a hundred men and a gun for the protection of their Legation.

The Foreign Powers are taking similar steps for the protection of their Consulates.

### FORMOSA.

#### [FROM OUR SPECIAL CORRESPONDENT WITH THE JAPANESE ARMY.]

TAIPEHFU, 3rd February.

I am now able to give you a few figures regarding the rebellion against the Japanese in Formosa—that is, from the landing of the troops in May until the capture of Tainanfu and the subjugation of the remaining bands of soldiers in the vicinity, which was considered finished about 15th November; therefore the following relates only to the rebellion proper—26th May until 15th November, 1895.

The loss among the Japanese troops:—

Number of patients received by the different hospitals for treatment, includes both for diseases and wounds	38,798
Cases cured in Formosa	7,162
Died in Formosa	4,642
Sent to Japan for treatment	21,748
Still in hospitals, Formosa	5,246
Killed in battle	195
Wounded (not fatal)	579

We thus find the Japanese troops were thrown out of service through disease or wounds at the rate of about 234 a day and of that number the death rate averaged about 27 a day.

Known losses among Chinese rebels—

Killed in battle 6,760

This number, it is my opinion, should be increased by a thousand to obtain a more exact estimate, for considerable numbers of wounded were carried away by the retreating Chinese, and many when wounded crawl into the underbush, either to be later rescued by their friends or to die unknown. Others throw themselves into the streams, the bodies floating out to sea. I have witnessed several engagements where the Chinese were fired at while in the thickets or on the hills and there was no opportunity to make a search that the number of killed might be known. The number given consists of only those who have been found dead on the field after the engagement. Adding this thousand we find the Chinese deaths were at the rate of about 45 per day.

### HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held at the offices on the afternoon of the 13th Feb. Hon. F. A. Cooper (Director of Public Works) presided and there were also present—Hon. Commander W. C. H. Hastings (Acting Captain Superintendent of Police), Dr. Atkinson (Acting Colonial Surgeon), Dr. F. Clark (Medical Officer of Health), Mr. N. J. Ede, and Mr. H. MacCallum (Secretary).

#### MINUTES.

The minutes of the previous meeting were read and confirmed.

#### THE SALE OF FRUIT AND VEGETABLES.

Several applications were made for permission to sell fruit and vegetables elsewhere than in the public markets.

The PRESIDENT said that all the applicants with the exception of two were squatters in streets and lanes and satisfactory arrangements could not be made with them. He therefore moved that the whole of the applications, excepting the two recommended by the Medical Officer of Health, be refused.

Carried.

#### MORTALITY STATISTICS.

For the week ended 1st February the death rate per 1,000 per annum was 28.5 as against 20.6 for the corresponding week last year. For the week ended 8th February the death rate was 31 per 1,000 per annum as against 18.5 at the corresponding period last year.

#### TAINTED WELL WATER.

Mr. W. E. Crow, Government analyst, reported that nine samples of well water which he had analysed were so tainted with impurities as to be unfit for potable purposes, and likely to prove injurious to health.

It was resolved to make an order for the wells to be closed.

#### ADJOURNMENT.

The Board adjourned until Thursday week.

### THE "GUTHRIE" IN A CYCLONE.

#### SEVERE STORM ON THE AUSTRALIAN COAST.

The E. & A. steamer *Guthrie*, Captain McArthur, which arrived from Australia on the 16th February, reports having left Sydney at 1.30 p.m. on 21st January; Moreton Bay 1.30 a.m. on the 23rd, and arrived off Townsville at 4.30 p.m. on the 25th. Up to 8 a.m. of that day the weather had been fine and the wind moderate, when it became squally with a strong E.N.E. wind, but the barometer remained steady, 29.95, until 1 p.m., when the wind increased and the glass fell rapidly. Tried to make port, but when 15 miles off it was blowing a furious cyclone with blinding rain and mountainous sea. At 4.20 p.m. hove to and continued to keep so until 6 a.m. next morning. At 7 p.m. 26th (Sunday) the glass was 29.25, the wind being terrific, with high cross sea; ship labouring heavily and the seas washing away all moveable gear, also three boats. On the morning of the 27th wind decreased and at 11 a.m. ship was headed for port, anchoring under Magnetic Island at 0.30 p.m. Waited until next day, when communication was held with the shore. Found that Townsville had been terribly wrecked with floods and wind and several people drowned, most of the lighters sunk, and the s.s. *Leura* badly damaged; also that the *Aramac*, which arrived when we did, had during the gale struck one of the Barrier reefs, but being on the lee side of it she got off in eight hours and came to port. On Wednesday, the 29th, the weather clearing, proceeded again, calling at Cooktown and Thursday Island, leaving the latter port at 6 a.m. on the 2nd February. Left Port Darwin 6 a.m. on the 5th and had fine weather to the morning of the 14th inst., when we experienced a heavy N.E. gale and high sea, lasting to Port, arriving at the Company's buoy, Hongkong, at 9 a.m. on the 16th inst.

The *Guthrie* also reports that she passed a schooner rigged steamer painted green on the afternoon of the 15th instant under sail alone, steering S.W.

### THE "EDGAR" RELIEF FUND CONCERT.

On Saturday night Signorina Belinfante, assisted by local amateurs, gave a ballad concert in St. Andrew's Hall in aid of the *Edgar* Relief Fund. Among those present were Vice-Admiral Buller and Mrs. Buller, but unfortunately there was only a sparse attendance, the room being not half full. It is difficult to say what was the reason of this poor support to a concert given in aid of such a worthy fund. One would have thought that, apart from the quality of the programme, the public would have warmly responded to the appeal for such a benevolent object, but as an exceptionally strong programme had been got together we can only charitably assume that it was the weather that kept the people away. On the other hand, there might be something in what a gentleman remarked on Saturday night when spoken to about the meagreness of the attendance. "The fact is," he said, "you never know when you've got Hongkong." Signorina Belinfante was heard to much advantage, and there can be no doubt that her voice is better suited to St. Andrew's Hall than to the theatre, although in both places much needs to be done before a singer's powers can be properly demonstrated. She sang the four songs on the programme, and, as an encore,

"Sally in our alley," with much feeling and artistic merit, and if time had permitted, she would have been obliged to respond to the enthusiastic demands for more. She was accompanied on the piano by Dr. Meadows, who is always ready to give his valuable services for a good cause. The doctor also sang three songs, and it is needless to say that he rendered them in magnificent style and was heartily applauded. "The Death of Nelson" brought out his rich emotional voice to the best advantage, and his feeling interpretation of this stirring song was something to be remembered. "The Sailor's Grave," and that fine old song "Mad Tom" were equally well appreciated. Mr. W. E. Crow gave a vigorous rendering of "Thy Sentinel am I," and Surgeon-Major Hayes gave a couple of excellent solos on his curious soup-ladle like instrument. Mr. E. Danenberg's solos on the piano were executed with much skill. The following was the programme.—

#### PART I.

Song ..... "Thy Sentinel am I" ..... Watson.  
Mr. W. E. Crow.  
Song ..... "Daddy" ..... A. H. Behrend.  
Signorina BELINFANTE.  
Instrumental Solo .....  
Surgeon-Major HAYES, D.S.O.  
Song ..... "The Death of Nelson" ..... Braham.  
Dr. MEADOWS.  
Piano Solo ..... "Albion" ..... Benedict.  
(Fantasia on English Airs.)  
Mr. E. DANENBERG.  
Song ..... "Herrings are in the Bay" ..... Molloy.  
Signorina BELINFANTE.

#### PART II.

Song ..... "The Sailor's Grave" ..... Sullivan.  
Dr. MEADOWS.  
Song "Elaine, the Lily Maid of Astolat" Guido Papini.  
(by Lord Tennyson.)  
Signorina BELINFANTE.  
Violin Obligato:—Signor Guido Eckhardt.  
Piano Solo ... "Moonlight Sonata" ..... Beethoven.  
Mr. E. DANENBERG.  
Song ..... "Mad Tom" ..... Purcell.  
Dr. MEADOWS.  
Instrumental Solo .....  
Surgeon-Major HAYES, D.S.O.  
Song ..... "The Valley by the Sea" ..... S. Adams.  
Signorina BELINFANTE.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

#### HALF-YEARLY MEETING.

The ordinary half-yearly meeting of the Hongkong and Shanghai Banking Corporation was held on Saturday, at noon, in the City Hall. The Hon. A. McConachie (Vice-Chairman) presided. There were also present—Hon. J. J. Bell-Irving, Messrs. M. D. Ezekiel, R. M. Gray, St. C. Michaelson, D. R. Sassoon, N. A. Siebs, R. Shewan (Directors), T. Jackson (Chief Manager), Hon. C. P. Chater, Hon. E. R. Belilios, Messrs. J. D. Humphreys, V. A. Caesar Hawkins, G. Stewart, C. Palmer, C. S. Sharp, A. B. Johnson, F. N. Firth, R. T. Wright, C. M. Firth, C. J. Gonsalves, G. Murray Bain, Bruce Robertson, C. A. Tomes, H. Crawford, W. H. Ray, G. C. Cox, T. F. Hough, G. H. Potts, S. G. Bird, A. Sharp, Hart Buck, S. L. Darby, P. Jordan, P. Sachse, A. Coxon, J. Ezekiel, W. Lysaught, E. Georg, F. F. Raper, K. A. Chinoy, S. C. Gotla, S. S. Benjamin, Lau Wai Chuen, R. M. Moses, E. Jones Hughes, W. S. Bamsey, J. R. Michael, Ho Fook, S. Hancock, D. D. Guzdar, R. L. Richardson, W. H. Wallace, and others.

Mr. JACKSON read the notice calling the meeting.

The CHAIRMAN said—Gentlemen, before proceeding with the business of the meeting, I would like to express the very sincere sympathies of, I am sure, all here present, with our esteemed Chairman in the grave sorrow which has just fallen upon him, and which prevents his presence here to-day.

The report of the Directors was then read by the Chairman, after which

The CHAIRMAN said—Gentlemen, your directors are again pleased to be able to lay before you a very satisfactory statement of the Bank's affairs to the 31st December. The half-year, I am glad to say, has been most entirely devoid of losses. The profits represent a good percentage upon the Bank's capital—affording a dividend of £1 5s. per share. £0,000 to the



credit of the reserve fund, and over three lacs of dollars being carried forward. The Directors would be very well satisfied if such results are repeated in the future. You are aware that we have been competition at some of our branches, and exchange profits are much smaller than they formerly were. Still, so long as we retain the goodwill of our friends in the Eastern trade, no matter what competition we may be subjected to, I have not the slightest doubt we will continue to give our shareholders handsome returns on their investment, and I would fain hope that they will see the value of their property steadily increase. The Directors aim at uniformity of dividend, and our present one of £1 5s. at exchange of 2/1½ represents a distribution of 18.73 per cent. on the par value of the shares. In view of the competition above alluded to, it is, and I hope it will continue to be, the policy of the Bank to add to the reserve fund from half-year to half-year, as profits admit of such a course being pursued. Gold and silver deposits combined show an increase upon last half-year's totals of \$23,521,633.60. This increase is mainly owing to a large amount temporarily held in current account in London. Otherwise, deposits would only show a very small increase upon what they were on the 10th of June last. The reduced rates we now pay for money will effect a considerable saving in future half-years. Like a good many other Banks, we have recently had more money at our disposal than we could profitably employ. The value of our sterling and rupee securities held in London continues to increase. A re-valuation at about present prices would yield a very large profit upon what they stand at in our books. We feel very comfortable in thus having what may be called a second reserve fund to fall back upon in case of need. Our liquid assets represent a very large amount, bills receivable alone being over \$4 millions of dollars. The year 1895 was a good one for the Eastern trade generally, and we look forward hopefully to 1896 being equally favourable. Gentlemen, before closing these remarks, I am happy to inform you that the directors have secured the good services of Mr. Thomas Jackson as Chief Manager for a further period of three years—(applause)—which doubtless will give great satisfaction to the shareholders. Before proposing the adoption of the report, I shall be glad to answer any questions which shareholders may wish to ask. (Applause).

No questions were asked and the CHAIRMAN moved the adoption of the report and accounts.

Mr. C. S. SHARP—For years past we have been accustomed to find material for pleasant reading in the Bank's report and accounts, and on this fresh occasion we find we are not disappointed in our expectation, and I feel sure I am only expressing the views of my fellow-shareholders in offering our hearty congratulations to the Board, the management, and staff generally for the highly satisfactory report we are now met to discuss. We can also, with confidence, unite with you in the hopes you have just expressed for the future. I think to shareholders and the public generally the best augury for the Bank's continued success and prosperity will be the gratifying announcement you have just made that we are to remain for at least a few years more under the safe guidance of our popular and far-seeing chief pilot, Mr. Jackson, to whose skill and good management the results now before us are so largely due. (Applause). I feel I am only echoing the general desire when I say "Long may he remain at the helm." It is very encouraging to see that during the past six months the Bank has so well maintained its prosperous career, and I feel sure that it can seldom if ever have fallen to the lot of any of your predecessors in the chair to make the announcement that the Bank's business has been conducted almost devoid of losses. For it to be possible to say this of an institution doing a business of the magnitude of this Bank not only speaks volumes as to the sound and satisfactory state of trade here, but also speaks eloquently as to the careful lines on which the Bank's business is being conducted. That this is felt and appreciated by the public is shown by a glance at the figures in the accounts, which testify in an undeniable way to the high standing and confidence in which the Bank is held by its customers and the mercantile

world at large. Not only have our deposits increased, but in the items for loans, bills discounted and bills receivable, we see clear evidence of a considerable expansion in the business. I notice with pleasure so much of the assets invested in sterling and other readily convertible and high-class securities, and the more so that these investments have proved so lucrative that if realized to-day they would show a very handsome profit on their book values and thus virtually forming a second reserve. With regard to the distribution of profits, I was glad to hear from you the avowal just made of the Board's aim and policy, viz., the payment of fair dividends and the gradual addition to reserve each half-year; and so long as the Board adheres to this wise course I feel sure they may reckon with certainty on the approval and support of the shareholders. The strengthening of our position in view of actual and threatened further competition is now more necessary than ever. It is to be expected that with cheaper money and for other reasons trade connected with the Far East may show some considerable expansion, and there may thus be room for some new competition in the field; but when it is remembered what this Bank has done in the past for Eastern trade, that its methods and liberality in its dealings with its customers are so well known and so widely appreciated, and that its position is now so strong and so secure, I feel sure that it need not fear the result of any competition, and that it may be trusted in the future to uphold the premier position it has so well maintained in the past. With these remarks, Mr. Chairman, I have great pleasure in seconding the adoption of the report and accounts. (Applause).

Carried.

The CHAIRMAN—The next business is the re-election of Messrs. Sassoon, Gray, and Michaelsen as Directors, and the confirmation of Mr. R. Shewan as a member of the Board.

Mr. J. D. HUMPHREYS—Mr. Chairman and gentlemen, I beg to propose the re-election of Messrs. D. R. Sassoon, R. M. Gray, and St. C. Michaelsen, and the confirmation of the appointment as Director of Mr. R. Shewan. In doing so, it is quite unnecessary to say anything in support of the motion, as the successful management of the Bank which through the past year has been so conducive not only to our interests but to the interests of the mercantile community at large, speaks for itself.

Mr. A. COXON—I beg to second Mr. Humphreys' proposition.

Carried.

The CHAIRMAN—The next business is the re-election of auditors.

Mr. SACHSE—I beg to propose the re-election of Messrs. Henderson and Bird as auditors.

Mr. C. PALMER seconded.

Carried.

The CHAIRMAN—That is all the business before us, gentlemen. I thank you for your attendance. The dividend warrants will be issued on Monday.

Mr. A. B. JOHNSON—Before separating I would ask you to join in giving a hearty vote of thanks to the Board of Directors, the Chief Manager, and Staff. I need not add anything to what has been so well expressed by Mr. Sharp and Mr. Humphreys, but merely ask you to join in giving a hearty vote of thanks, which I do with much pleasure. (Applause.)

The CHAIRMAN—Mr. Johnson and gentlemen, I thank you on behalf of my colleagues, the Directors, and Mr. Jackson and the staff generally for your kind vote of thanks.

This concluded the proceedings.

#### HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

The ninth ordinary annual meeting of shareholders in the Hongkong and Kowloon Wharf and Godown Company, Limited, was held on the 17th February, at the offices, 4, Praya Central. Hon. J. J. Bell-Irving presided, and there were also present—Hon. C. P. Clater, Messrs. A. Woolley, C. S. Sharp, D. R. Sassoon, J. Kramer, N. A. Siebs, M. D. Ezekiel, St. C. Michaelsen (Directors), E. Osborne (Secretary), R. C. Wilcox, J. Goosmann, G. Georg, G. C. Cox, J. R. Michael, T. I. Rose, W. H. Gaskell, G. H. Potts, Captain Farquhar, Ho Tung, and Ho Fuk.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, as is usual I propose to take for granted that you have read the report, which has been for some days in your hands. In the report itself reference is made fully to the results and operations of the Company during last year, but I propose to go more into detail and in doing so shall refer to the various paragraphs in the report in the order in which they appear. Under the heading "accounts" it is stated the gross revenue for 1895 as compared with 1894 was \$13,649 larger. The whole of this additional revenue was earned on the shipment of coal, but as the profit on this branch of work is exceedingly small the increase has brought with it but a trifling addition to the net profits. There has been an increase in most of the general commodities of trade landed and stored at the wharves, but on the other hand a large falling off in sugar, yarn, and coast cargo, so that the additional earnings on the one hand have been counter-balanced by a decrease on the other, with the result that so far as cargo is concerned, as distinct from coal, the business of 1895 both as regards the quantity handled and the revenue derived from it is practically the same as 1894. A feature of the year's working, worthy of note, was the satisfactory behaviour of the Company's coolies during the strike; these men notwithstanding intimidations remained at their work throughout and the Company was in the unique position of being the only large employer of labour in the colony whose men refused to join the strike. It will be within the recollection of some the important part the wharves played in breaking up the cargo boat strike of 1888, also how useful they were to shipping during the plague of 1894. Add to this the utility of the wharves during the recent strike, and it will be apparent that in the Company's operations the colony possesses a powerful organization to resist native combinations and a valuable resource to shipping in times such as those referred to. The houses mentioned in the report on K.I.L. 211 adjoin those already existing on that lot and are situated in Elgin Road; these houses are let at a rental which yields 18 per cent. on the cost of the buildings. With regard to repairs it will be noted that a very large sum was spent, principally on the wharves, during the year, and that a further outlay will have to be made during the present year in order to place them in an efficient state. When the construction of these wharves was first undertaken some ten years ago different species of wood were tried, and one, an Australian wood, very strongly recommended as being impervious to the teredo or sea worm, was used for the piles of No. 2 wharf, but they soon commenced to be eaten and rot until, when only eight years' old, they were almost consumed away. This has necessitated rebuilding the wharf, but with the experience already gained the directors have substituted Manila Aranga, which is a well-tried wood, and one that will last a great length of time. Included under the heading of repairs are also a number of necessary improvements, which might perhaps with propriety have been debited to the first cost of the buildings, but the Board has thought it best to add nothing to property account except what is spent entirely upon new works. The total sum expended on repairs (including improvements) since the formation of the Company, say ten years, and including the estimated \$25,000 for this year, will amount to \$111,000, and on this basis the directors have arrived at \$10,000 per annum as the minimum amount which should be set aside out of each year's profits to meet the cost of future repairs; they deem this a wise provision, because it must always happen that in some years repairs will be exceedingly heavy, and at other times very small—the reason of this being that a wharf though slowly and gradually decaying year by year does not need extensive repairs until it has reached the point of collapse. After the present year, it is considered there will be no extraordinary repairs necessary to the wharves for some time to come, and the charges under this heading will be confined to the ordinary maintenance of buildings, launches, lighters, &c. Meanwhile the accumulated



\$10,000 transferred from each year's working should by the time the wharves again require renewing be sufficient, if no unforeseen circumstances arise, to meet the expenditure. The land at West Point, hitherto idle, is now being utilised by the erection of four strongly built double-storeyed godowns specially adapted for the storage of flour, rice, and such cargo, but as they are not to be completed till the 31st December next, the present year's working will not be affected by them. The central position of these godowns, adjoining as they do our own wharf and that of the China Merchants, justifies the directors in anticipating satisfactory results from their working, and if suitable terms can be arranged a portion of them will be leased. The new lighters referred to in the report have been found necessary owing to the continued growth of our transshipment business afloat, which can be more satisfactorily conducted, and with more profit, by having our own boats rather than employing native craft. The paragraph in the report dealing with the profit and loss account, suspense may need some amplification. It will be remembered that about six years ago the Company reclaimed the foreshore opposite our West Point property and by so doing added 108,000 feet of land to its assets, portions of which were sold, the remainder being retained by the Company and now standing in the books at \$4 a foot, the difference between the cost of reclaiming this land and its actual value after reclamation being roughly \$350,000. This amount was passed to what has for some years been called profit and loss suspense, and it is with the credit balance remaining that the directors now propose to deal, and what they suggest is, to eliminate the account by transferring the balance to a new account to be called "depreciation and repairs." It is undesirable that old profit and loss suspense should remain, and there seems only two practical ways of getting rid of it—one, by writing down the Company's assets, and the other in the way proposed, and as these assets have already been written down out of this same account, it is proposed to take the latter course. By wiping out the present profit and loss suspense account it will afford the Company an opportunity next year of presenting its working and profit and loss accounts in a new, clearer, and more correct form than has been possible so long as this suspense account remained in the books. Whilst upon this subject it may interest shareholders to know that the land at Kowloon, including the cost of the substantial buildings thereon, stands in the Company's books at \$1.87 per foot, and those of you who understand the value of Kowloon property will realise what a low figure this is. Similarly wharves, launches, lighters are valued at a very reduced figure, and as regards the West Point property, which stands amongst the Company's assets at \$4 a foot, adjoining land has been sold at a higher price. It may naturally be asked, why if the earnings of 1895 are approximately the same as those of 1894 and larger than those of previous years, the dividend should be less. The answer is that last year there was an exceptional profit on the sale of lighters and in previous years part of the interest was debited to profit and loss suspense, whereas this year the whole of it has been paid out of working, as the directors now deem it the more prudent course to pursue. Before moving the adoption of the report and accounts, I shall be pleased to answer any question from any shareholder.

No questions were asked, and the CHAIRMAN moved the adoption of the report and accounts.

HO TUNG—I have much pleasure in seconding the adoption of the report and accounts, and in doing so I think I am expressing the opinion of the shareholders that the directors are to be congratulated on the conservative policy they have adopted in conducting the business of the Company in the past. (Applause.)

Carried.

MR. GASKELL—I have much pleasure in proposing the appointment of Messrs. A. Ross, A. Woolley, M. D. Ezekiel, and C. S. Sharp as directors.

MR. HO FOK seconded.

Carried.

MR. E. G. GORG—Mr. Chairman, I beg to propose the re-election of the retiring directors, Messrs. G. B. Dodwell and St. C. Michaelsen.

MR. J. R. MICHAEL seconded.

Carried.

MR. J. GOOSMANN proposed the re-election of Messrs. T. I. Rose and F. Henderson as auditors.

MR. WILCOX seconded.

Carried.

THE CHAIRMAN—That concludes the business of the meeting. The dividend warrants will be posted this afternoon.

The following is the report presented to the meeting:—

The Directors have now to submit to shareholders their report with a statement of accounts for the year ended 31st December, 1895.

#### ACCOUNTS.

The gross revenue derived from wharfage, landing, &c., amounted in 1895 to \$239,592.02 as against \$275,942.20 the previous year, showing an increase of \$13,649.82.

The net profit at credit of working account, after paying all interest (which commencing with the year under review it is proposed to debit entirely to this account) and writing off \$10,000 for repairs to the property, and including \$2,424.02 brought forward, is \$69,816.59 from which have to be deducted, Interim dividend \$25,000, Directors' fees 6,000, Auditors' fees 500, leaving available for appropriation \$38,316.59.

From this it is proposed to pay a final dividend of \$1.25 per share, which with the \$1.25 paid in July makes \$2.50 or 5 per cent. for the year, and to carry forward the balance of \$13,316.59 to next account.

The Company's business has continued to progress in all its branches with one exception—the landing and storage of sugar. This item which in former years figured largely in the earnings has practically disappeared owing to the sugar now being taken direct to the refinery godowns.

The Company's coolies did not join the strike in the early part of the year and business was carried on uninterruptedly throughout—thus for a second time affording practical illustration of the value of the wharves to the shipping interests when coping with native combinations.

#### BUILDINGS.

The Company has built, and leased at a remunerative rental, six additional Chinese houses on K. I. L. 211.

#### WHARVES.

Very extensive repairs have been found necessary to all the wharves and a further considerable outlay will have to be made during the current year in order to place them in an efficient state.

#### WEST POINT.

Contracts have been entered into for the erection of four godowns to be completed at the end of the present year and the Directors anticipate that this property will in future yield a satisfactory return on the value at which it stands in the Company's books.

#### LIGHTERS.

Two 300 ton decked lighters and five open cargo boats are being built for the Company, the decked lighters replacing those sold in 1894.

#### PROFIT AND LOSS ACCOUNT (SUSPENSE).

The balance at credit of profit and loss, suspense, \$102,989.72, has been transferred to a new account called "depreciation and repairs account" and with the approval of shareholders the Directors propose to transfer to it from each year's profits a sum of not less than \$10,000, which from past experience they think advisable to provide against the average annual expenditure for depreciation and repairs, and to debit the account with the actual sum expended. The repairs for 1896 are estimated at \$25,000, after which no exceptional outlay will be necessary for some time to come.

#### DIRECTORS.

The Hon. J. J. Keswick having left the colony the Chairmanship devolved upon the Hon. J. J. Bell Irving in accordance with the articles of association.

Mr. C. J. Holliday, Mr. H. H. Joseph, Mr. J. S. Moses, and Mr. A. G. Wood having resigned upon leaving the colony their places have been taken respectively by Mr. A. Ross, Mr. A. Woolley, Mr. M. D. Ezekiel, and Mr. C. S. Sharp and these appointments require confirmation.

Messrs. G. B. Dodwell and St. C. Michaelsen retire in rotation according to the articles of association, but being eligible offer themselves for re-election.

#### AUDITORS.

Messrs. T. I. Rose and F. Henderson have audited

the accounts now presented, and the Directors recommend them for re-election.

J. J. BELL IRVING, Chairman.

Hongkong, 12th February, 1896.

#### BALANCE SHEET, 31st DECEMBER, 1895.

Dr.	ASSETS.	\$	c.
To value of land and buildings at Kowloon as per last account	\$1,207,865.52		
To since expended on new houses	5,724.49		
		1,213,590.01	
To value of 4 wharves at Kowloon		100,000.00	
To value of rolling stock at Kowloon		22,000.00	
To value of launches Kowloon, Hongkong, and Heron		12,325.00	
To value of 8 lighters as per last account	6,300.00		
To since expended on new lighters	14,658.63		
		21,048.63	
To value of West Point Reclamation (14,435 square feet at \$4)	177,740.00		
To West Point godown \$9,399.51			
To since expended on new godowns	1,052.00		
		10,451.51	
		188,191.51	
To value of West Point wharf		15,000.00	
To value of sheers		500.00	
To value of furniture and plant as per last account	\$7,082.69		
To since expended on additional plant, &c.	1,180.28		
		8,262.97	
To Sui Lock Hing		15,000.00	
To sundry debtors		46,130.00	
To Hongkong Bank, No. 2 account		541.50	
To cash in hand		571.24	
To value of stationery on hand		1,051.94	
To value of coal on hand		251.57	
To value of timber, iron, and stores on hand for repairing wharves, &c.		19,422.96	
		\$1,663,887.93	

Cr.	LIABILITIES.	\$	c.
By capital (20,000 shares at \$50 fully paid-up)		1,000,000.00	
By Hongkong and Shanghai Banking Corporation	\$ 7,677.20		
By debentures outstanding	500,000.00		
By sundry creditors	60,865.18		
		568,542.38	
By depreciation and repairs account		81,487.46	
By dividend account (unclaimed balance)		541.80	
By working account		13,316.59	
		\$1,663,887.93	

Dr.	PROFIT AND LOSS ACCOUNT (SUSPENSE.)	\$	c.
To depreciation and repairs account		102,989.72	
Cr.			
By balance from 1894		102,989.72	

Dr.	WORKING ACCOUNT.	\$	c.
To wages of permanent staff	58,740.14		
To Crown rent	7,627.42		
To taxes	7,502.74		
To charges (office and telephone rent, stationery and printing, collecting commission, sundries, &c.)	7,205.83		
To legal expenses	15.00		
To fire insurance	1,496.13		
To claims on cargo	1,853.49		
To expenses on cargo and coal, coolie hire, &c.	102,743.58		
To expenses of lighters	184.50		
To expenses of launches	5,356.16		
To interest	26,508.53		
To depreciation and repairs account	10,000.00		
To interim dividend	25,000.00		
To final dividend	25,000.00		
To directors' fees	6,000.00		
To auditors' fees	500.00		
To accounts 1893-1894	9.77		
To balance to be carried to new account	13,316.59		
		\$299,056.88	

Cr.		\$	c.
By balance from 1894		9,424.02	
By bonus for 1894, fire insurance account		151.84	
By wharfage, storing, landing, &c.		289,481.02	
		\$299,056.88	

Dr.	DEPRECIATION AND REPAIRS ACCOUNT.	\$	c.
To repairs, renewals, and improvements during 1895	31,502.26		
To balance	81,487.46		
		\$112,989.72	

Cr.		\$	c.
By transfer from profit and loss account, suspense	102,989.72		
By transfer from working account	10,000.00		
		\$112,989.72	



## CRICKET.

## THE CRICKET CLUB V. THE UNITED SERVICES.

This match was commenced on Thursday morning and after the first day's cricket, played under most depressing climatic conditions, was abandoned as a draw on Friday morning, the ground being quite unfit to continue the game on. It is to be regretted that the match was ever started, as it has completely destroyed about half of that portion of the ground which is reserved for match pitches, though it was perhaps difficult to foresee this. The Club team was a fairly strong one and the Services were, with the exception of Knox, fully represented. The play calls for little comment as the bowlers from the outset found it difficult to stand, much less exercise any control over length or direction and as a consequence it was almost impossible to get a wicket. Campbell played very patiently and in excellent style for 156 not out, being at the wicket the whole day. He and Perry Ayscough put on 181 for the second wicket before the latter was dismissed for a well played 82. Subsequently Vallings and Eccles made substantial contributions to the score. All the bowling was handled with little ceremony from start to finish.

The band of the Hongkong Regiment by the courtesy of Col. Faithfull and the officers played on the ground during the afternoon and endeavoured to relieve the general gloom.

The following is the score:—

## UNITED SERVICES.

G. D. Campbell, H.K.R., not out	156
Surgeon-Major Johnston, A.M.S., b Firth	1
Lt. Perry Ayscough, R.N., et. Arthur, b Matland	82
Rev. G. Vallings, c Anton, b Greenfield	43
Capt. W. V. Eccles, R.B., b Lowson	44
Surgeon Pead, R.N., b Lowson	6
Capt. Dyson, A.P.D., l.b.w., b Lowson	10
H. M. C. Elliott, R.N., not out	1
Extras	21
Total	364

## GREEN ISLAND CEMENT COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the seventh ordinary annual meeting to be held at the office of the General Managers on Wednesday, 19th February:—

Annexed we have the pleasure to lay before shareholders a statement of accounts of the Company for the twelve months ending 31st December, 1895.

The gross profit amounts to \$14,250.03 and after writing off \$1,805.85 for depreciation during November and December there remains \$12,444.18 to be carried forward to the credit of this year's account.

Sales for the year show a considerable increase on those for 1894 and there is every reason to believe that this improvement will continue during the current year. No effort is being spared to push the sale and to help consumers to become better acquainted with the good qualities and merits of the Company's cement which is now generally admitted to be fully equal to the best brands imported.

The factory was kept working full time from last March, stopping only for the necessary overhaul at the end of the year, when all the plant and machinery were thoroughly cleaned, repaired, and put in good working order. The result of working full time has been a proportionately much larger output which it is hoped may be still further improved upon this year.

In accordance with the resolutions passed at successive extraordinary general meetings of shareholders the capital of the Company was reduced on 31st October to \$200,000, and the buildings, machinery and other property of the Company written down to a fair valuation.

## CONSULTING COMMITTEE.

The death of Mr. Poon Pong, which we record with great regret, left a vacancy on the Board which was filled by the appointment of the Hon. C. P. Chater. Under the provisions of the articles of association Messrs. Ewens, Li Sing, Orange, Fenwick, and Chater retire, but offer themselves for re-election.

## AUDITORS.

The accounts have been audited by Messrs F. Henderson and J. H. Cox, who are recommended for re-election.

SHEWAN & Co.,  
General Managers.

Hongkong, 12th February, 1896.

PROFIT AND LOSS ACCOUNT, 31ST DECEMBER, 1895.	
Loss on consignments	\$ 109.19
Bad debts	35.50
Interest	5,533.21
Auditors' fees	400.00
Consulting Committee's fees	1,500.00
Legal expenses	1,219.55
Depreciation for November and December, 1895	1,805.85
Balance	12,444.18
	\$23,047.48

Profit on sale of one share in the Hongkong and Whampoa Dock Co., Limited	43.50
Proceeds sales of surrendered shares	470.00
Balance of working account	22,530.98
	\$23,047.48

## BALANCE SHEET, 31ST DECEMBER, 1895.

ASSETS.		\$	c.
Buildings and machinery at date of reorganization 31st Oct., 1895	180,585.08		
Less depreciation 2 months.....	1,805.85		
		178,779.23	
Furniture			751.54
Stocks—			
Cement on hand and in process of manufacture	35,128.50		
Cement on consignment	1,350.00		
Raw material	6,458.00		
Coal and coke	6,970.60		
Casks and gunnies	891.55		
Machinery and general stores	8,641.54		
		59,439.99	
Cash—			
Hongkong office	605.91		
Macao office	128.71		
Hongkong and Shanghai Banking Corporation	5,376.92		
		6,111.54	
Sundry debtors			9,112.70
		\$254,195.00	

LIABILITIES.		\$	c.
Capital, 20,000 shares less 1,192 shares unissued			
= 18,808 shares fully paid at \$10		188,080.00	
Debentures—			
Undrawn	\$35,000.00		
Drawn but not presented	3,100.00		
		38,100.00	
Due to General Managers		8,205.36	
Sundry creditors		7,365.46	
Balance of profit and loss account		12,444.18	
		\$254,195.00	

## THE REPORTED INTENDED RISING AT CANTON.

Shanghai, 10th February.

It has been already announced that there is to be a more serious rising at Canton after the holidays, and we would warn the authorities that the plans of the revolutionary Committee include attacks on foreign property by means of incendiary fires at other ports in the north as well in the south of China, whereby the attention of the Chinese government may be distracted, and a clearer field may be left for the operation of the conspirators in Kwangtung. The news of this has come to us in a very unexpected way, but it should not be treated with contempt, and our authorities native and foreign will do well to be vigilant. The plot is a Cantonese one, and as it is the Chinese government at which the attack is aimed, it is not intended to employ riotous mobs, lest injury should be done to the persons of foreigners.—N. C. Daily News.

## THE WEST RIVER QUESTION.

The Peking correspondent to the N. C. Daily News, writing on the 24th January, says:—

Another ultimatum was presented on the 17th to the Tsungli Yamén by the British Chargé d'Affaires demanding the opening of the West River. The Chinese Ministers have, among themselves, resolved upon this step in the interests of their own revenue, and very little pressure is needed to influence them to adopt this action. They see that unless this is done the trade of Kwangsi, Eastern Yunnan, and Western Kwangtung will in a few years flow southwards through Tonkin and the duties thereupon will be completely lost to them. An answer was to be given by midday on Sunday, the 19th. The Chinese government like other governments want some *quid pro quo* and so they have made it a condition of opening the

river to foreign trade that Great Britain do not take back the territory ceded to her by the Burmo-China Convention. It should here be said that Great Britain, with the view of punishing China for breaking the treaty in relation to the cession to France of Mangü and Utai in Chiangheng province, now demands the opening of the West River and the retrocession of the Burman Shan territory handed over by treaty to China. The conditions have been wired to Lord Salisbury and an answer is daily expected. It is not likely Lord Salisbury will agree to it; China will therefore lose the newly acquired territory and have to open the river.

[A Reuter telegram states that no ultimatum was presented, the representations made being of a perfectly friendly character.]

## JAPANESE AND CUSTOMS DUTIES IN CHINA.

Tokyo, 4th February.

The Official Gazette publishes to-day a report from Baron Hayashi concerning the duties imposed on tobacco and saké imported into China. Baron Hayashi states that having received a report from Mr. Eitaki, the acting Japanese Consul-General in Shanghai, that the Shanghai Customs-house persisted in placing duties on Japanese saké and tobacco imported into China, he communicated with the Viceroy, pointing out that this was a breach of the Bakan Treaty. To that letter he received a reply stating that the Viceroy had telegraphed instructions to the Shanghai Customs-house that, pending the ratification of the Commercial Treaty between Japan and China, duties should be calculated on Japanese goods on the same basis as in the case of other foreign powers.

## THE NEW CHINA LOAN.

Writing on the 24th January the Peking correspondent of the N. C. Daily News says:—

The negotiations for the loan of the additional hundred millions of taels of the Japanese indemnity are still proceeding. The Chinese Government have had offers of gold and silver loans from nearly all nationalities. The Chinese wish to accept the lowest offer and they at the same time want to be convinced of the ability of the lenders to implement their engagements. Up till now the Chinese were firmly bent upon contracting only silver loans. The state of the market and the higher rate of interest charged have opened their eyes to the advantage of a gold loan. There has for some years past been a strong opposition to negotiating on the gold pound—gold francs, marks, dollars, or any other thing, but not pounds. They now find that whatever they adopt must in the long run come to the London market and be calculated in pounds sterling. Their opposition therefore to British currency has now entirely disappeared. They have had tempting offers of silver on a silver basis from the United States, the interest calculated at 5½ per annum and the price at 97½. They were advised to close with this offer at once. In the meantime a certain Jewish financier has appeared on the scene, has rented a house, and has at once begun the attack, and boasts of showing how things can be done. He offers to negotiate the loan at the unprecedentedly low figure of 4½ per cent. silver. The parties making this offer have started recently from Shanghai overland and we await their arrival with no small anxiety. I withhold their names. How this is to be effected must be left to the Jewish mind with all the backing of rich Vienna Jews. The Hongkong Bank offer of 5 per cent. and the price 89½ is still before the government and in the end is likely to be adopted. The standing of the Bank in the East is known and it has secured a syndicate, it is believed, in London to take it up. The Chinese Government would like better terms, but with the 6 per cent. gold loan of the Chartered Bank standing in the market at 108 and the 7 per cent. silver loan of the Hongkong Bank standing say at 117, the price demanded by the latter Bank for the new loan does not seem unreasonable. The price will bring up the new loan to a fraction under 6 per cent., at which it can be floated by manipulating the Chartered loan and raising



it still further in the market. On the 17th it was announced that the Chinese Government had made up its mind to accept the Hongkong Bank loan and the affair was considered practically settled. That it will come to this eventually there does not seem the least shadow of doubt, but at present the question is still open; better offers are in the market and the Chinese are determined to take the lowest offer.

Later.

The loan is not yet fixed, although not far from it. The negotiators, it is understood, have lessened the discount somewhat—the price will therefore be now slightly in advance of the figure given above, say 90. By a wire from London of the 22nd we learn that the 6 per cent. loan was standing at 108, which would make the price of the proposed 5 per cent loan 90, and the silver loan at the same rate of interest 73. At such figures the transaction is not likely to be a profitable investment for the Banks or syndicates concerned. The Chinese feel more security in negotiating through the German and British Legations as it provides a sort of guarantee. The loan will be settled within the next few days.

### THE CUSTOMS RETURNS.

The following table gives the amount of duty collected by the Chinese Foreign Customs during the fourth quarter of 1895 and 1894:—

Port.	1895.		1894.	
	Hk.Tls.		Hk.Tls.	
Newchwang	—		143,261	
Tientsin	280,705		249,403	
Chefoo	108,075		86,630	
Chungking	157,122		91,335	
Ichang	230,026		95,361	
Hankow	380,557		416,286	
Kiukiang	213,536		202,015	
Wuhu	147,838		103,562	
Chinkiang	341,152		373,964	
Shanghai	1,612,655		1,513,574	
Ningpo	322,035		286,559	
Wenchow	5,472		3,501	
Foochow	394,192		412,354	
Amoy	199,694		216,062	
Swatow	301,138		278,579	
Canton	462,634		485,538	
Kiungchow	17,450		21,564	
Pakhoi	37,999		59,513	

The above shows a total collection of dues and duties of H.Tls. 5,212,310 for the last quarter of 1895, against H.Tls. 5,200,254 for the same period of 1894, or an increase of about H.Tls. 3,000, although the Formosa ports have disappeared from the list.

Dues and duties collected at Kowloon and Lappa amounted to H.Tls. 264,087, which compared with the same term of 1894 shows an increase of about H.Tls. 25,500. The amount collected at Lungchow and Mengtze was H.Tls. 35,574, showing an increase of nearly H.Tls. 10,000.

### THE RAILWAY QUESTION.

#### FRENCH CLAIMS.

The Peking correspondent of the *N. C. Daily News*, writing on the 24th January, says:—

We chronicled in a former communication the Imperial Edict sanctioning the construction of the Tientsin-Lukouchiao railway. Memorials have ever since kept pouring in against its construction. The Peiho boatmen are strongly in evidence, their memorial it is said having received over ten thousand signatures. The towns on the Peiho which are to be injured in their river traffic without any compensation from the railway are also alarmed. The people who are to receive no benefit from the railway, as they think, and their numbers are legion, are strongly opposed to those who are to be immediately benefited. It is reported that an Imperial Edict has already been issued disallowing the construction of the line, but of this there is so far no real indication. The memorials are of different kinds. Those of the Censors blame Judge Hu for purloining at least four hundred thousand taels out of the two million four hundred thousand which the line is calculated to cost; the building of the line so far south, instead of making it run along the river and thus benefiting a poor tract of country which has no claim whatever to have a railway, to the loss of such towns as

Lungchow which will suffer severely by the transfer of the traffic to the railway. The course proposed for the line passes through poor land and past small hamlets. The country is not densely covered with graves—an important consideration for the Chinese—as both banks of the Peiho are. The line would form a junction with the proposed Hankow line at Lukow Bridge, where land which was utterly valueless has already risen in the market tenfold in prospect of the terminus being situated here. Rice as imperial tribute, if it continue to come, will doubtless still come by the river to Lungchow. The boats, three or four thousand in number, engaged in transporting this rice will doubtless still be engaged in this traffic. The granaries are situated in the east of Peking, adjoining the canal and stone road which lead to Lungchow. Besides the opposition of the Chinese boatmen and others, there are also, we hear, the opposition and intrigues of the French, who, by virtue of the Fournier Treaty, claim to have the sole right to construct railways in China. This, of course, is absolutely false; nevertheless in China's present state of collapse, and the good service rendered China in the Liaotung retrocession, it does well enough with which to bully China. That clause in the above treaty which has given so much umbrage to China and other trading nations, and a handle to the French for reserving to themselves the exclusive construction of railways in China, when properly interpreted as pointed out in your late able leader on railways (21st December), only promised France the preference if her materials were of the same quality and cost as those of other countries. France attempted to get exclusive rights of railway construction and the working of the mines in South China in her late Sino-Annamite Convention, but failed; the "must" address themselves first to French engineers and manufacturers being changed into "may," although the original French text, to judge from the translation in the *London and China Express*, seems to have been sent to Paris. This action of France, if true, will retard, if not stop, the construction of railways in China. China must have a free hand to buy in the cheapest market without pressure; if not, she must again put a stop to railway building. China cannot fight, and rather than put the construction of her railways into hands that are likely in the future to be unfriendly, she must stop all railway work. This is not an enviable position to occupy. It is understood some of the railway material has already been ordered from the United States and Germany and if the railway construction is not to proceed these countries may have something to say. By later information, which we give, however, with all reserve, it is stated that the Russians have taken up the building of the railway in as far as the iron work is concerned, the earthworks and ballasting being left to Mr. Kinder. This, if true, will be a strange comment on the Liaotung and loan business. Preparations are proceeding for the construction of the line.

### A POINT OF YACHT RACING LAW.

At a meeting of the Protest Committee of the Royal Hongkong Yacht Club the *Ladybird* was disqualified on the protest of the *Payne* for the race of the 9th inst. on the ground that she had fouled a mark by grounding on the Channel Rocks. We understand that the following letter has been addressed to the editor of *The Field* on the subject:—

TO THE EDITOR OF "THE FIELD."

SIR,—I should be glad of your opinion upon the following case, which occurred in a recent race held under the auspices of the Royal Hongkong Yacht Club.

One of the marks in the race was the Channel Rocks, a small rocky islet, roughly circular in shape, and about 25 yards in diameter, situated to the eastward of Hongkong Harbour, in the strait which separates Hongkong Island from the mainland of China.

There is deep water all round the Channel Rocks, except on their north-eastern side, whence there runs a small reef of rocks, under water, to a distance of about 20 to 30 feet from the main rock.

During the race, while rounding the Channel Rocks, my boat, the *Ladybird* (drawing 3 feet) grounded for a short time (less than a minute) on a rock at the outer end of the reef above mentioned. This rock was about 2 feet 6 inches under water and was 20 to 30 feet away from the rocks which were above water at the time.

The *Ladybird* came in third, but the *Payne* entered a protest against her for fouling a mark, and the matter was referred to the Protest Committee of the Club.

On the hearing of the protest I contended:—

First.—That the *Ladybird* did not foul the mark, as the mark must be considered to be the portion of the Channel Rocks above water, and the rock she touched was an outlying one some 20 feet away from the main rocks which were above water.

Second (which was my main point).—That even if I had run into the Channel Rocks themselves, this is no breach of the rules and no ground for disqualification.

Rule 24 of the Y.R.A. rules is the one applicable to the case, and runs as follows:—

"Each yacht must go fairly round the course, and must not touch any buoy, boat, or vessel used to mark it out, but shall not be disqualified if wrongfully compelled to do so by another yacht."

The Channel Rocks cannot by any possibility be called "a buoy, boat, or vessel," and there is no rule against fouling a rock or beacon used to mark the course. Supposing the race to be round a large island, such as the Isle of Wight, could a yacht be disqualified for running on the shore of that island, as the *Britannia* and *Vigilant* did, I think, on one occasion.

The Protest Committee, however, held that the rock touched formed part of the Channel Rocks, and that, being one of the marks in the race, the touching of it constituted a foul, and they disqualified the *Ladybird*, and awarded the third prize to the *Payne*.

It appears to me that the case is neither within the wording nor the intention of the rule. I should be glad to have your opinion or that of some of your correspondents on the point, which must have arisen frequently before.—Yours faithfully,

(sd.) JOHN HASTINGS.

Hongkong, 15th February, 1896.

### A GREAT RAILROAD DEAL.

#### THE PEKING AND HANKOW RAILROAD.

Shanghai, 7th February.

His Excellency Hsu Yin-tsiang, a Taotai of Kwangtung (brother of Superintendent of the Peking Granaries), the party appointed by their Imperial Highnesses Princes Kung and Ch'ing on the 3rd day of the 11th moon to secure subscriptions and organize the Lu-keo-chiao and Hankow Railroad Company, left Shanghai yesterday for Canton, having in the short space of ten days secured from a strong American and English syndicate of railway contractors the whole amount that can be taken by foreigners, viz. :—ten million taels, and he is now proceeding to secure from Chinese capitalists the remainder of the capital required. Under the preliminary contracts entered into with the constructing syndicate the road is to be built on the 4 feet 8½ inch gauge, first-class in every respect, and to cost less than forty thousand taels per mile. The contractor leaves on the *Yokohama Maru* to-morrow, intending to catch the Pacific Mail steamer *China*, sailing from Yokohama on the 18th inst. Now that the preliminary step has been taken in good earnest it is to be hoped that it will be the forerunner of a brilliant future for China.—*China Gazette*.

The master of the silversmith's shop in Queen's Road West, who was charged with receiving a gold bangle well knowing it to have been stolen, was brought up at the Police Court on the 13th February before Mr. T. Sercombe Smith. The evidence showed that the man convicted of stealing the bangle, which was worth \$35, went to the shop and offered it for sale. The master said he would melt it before buying it, and after doing this he paid the man \$5, although the gold was worth over \$17. The Magistrate sent the master to gaol for three months.



## HONGKONG.

The week has been remarkable for the heavy rains which have fallen, but notwithstanding the wet weather the Chinese New Year was hailed with as many deafening crackers as ever. On Thursday there was a general holiday, and in consequence of the noisy celebrations, a sleepless night for most Europeans. The Sanitary Board met on Friday, and on Saturday the half yearly meeting of shareholders in the Hongkong and Shanghai Banking Corporation was held. In the evening Signorina Belinfante gave a concert in aid of the Edgar Relief Fund. On Monday three Russian officers were convicted of trespassing in the field works of the Dock forts and being in possession of sketching material. The annual meeting of shareholders in the Hongkong and Kowloon Wharf and Godown Company, Limited, was held, and in the evening the Masonic Ball was held at the City Hall.

There were 2,017 visitors to the City Hall Museum last week, of whom 124 were Europeans.

The Austrian cruiser *Aurora*, which recently left for Europe, will be replaced on the Far East station by the *Saida*, which is due next month.

The steamer *King Sang*, Captain Hay, the latest addition to the fleet of the Indo-China Steam Navigation Co., arrived here from Aberdeen on the 16th February.

At the Police Court on the 13th February the compradore of a shop in Jubilee Street was fined \$25 for selling intoxicating liquors without a licence. A quantity of beer, stout, and spirits seized at the shop by Detective Sergeant McIver was ordered to be confiscated.

The Hon. Treasurer of the Edgar Relief Fund begs to acknowledge with thanks the following donation:—

U. S. Lodge No. 1341.....\$ 50  
Brought forward.....1,067

Total up to date.....\$1,117

A conversazione was held in the Union Church on Friday evening in connection with the Hongkong Christian Endeavour Society. The church, which had been tastefully decorated, was well filled, notwithstanding the wet weather, and a most enjoyable evening was spent. A very good programme had been arranged, and each of the miscellaneous contributions was most warmly appreciated, while the short addresses were very appropriate to the occasion.

A smoking concert was given on Friday night at the Institution of Engineers and Shipbuilders of Hongkong. The room was packed by members and friends, and the evening's entertainment was thoroughly enjoyable, the programme being not only lengthy but, what is of more importance, exceptionally high class, and from start to finish the enthusiasm of the audience was unbounded. Dr. Meadows sang four songs in fine style, and he created such a furore that keen disappointment was expressed when the Chairman, Mr. G. Fenwick, announced that Dr. Meadows could not respond to another encore as he was obliged to leave early. The other contributions, sentimental and comic, created a most favourable impression, and everyone was sorry when the enemy Time demanded the winding up of the concert with "Auld Lang Syne" and a hearty vote of thanks to the Chairman.

The Taikoo Sugar Refinery employees gave a most enjoyable and successful entertainment on the 12th February. There was a large assembly. Dancing commenced at 9 p.m., and was kept up with undiminished energy till well into the small hours. The dances were judiciously interspersed with songs, which were exceedingly well rendered by the following gentlemen:—Messrs. J. Shelton, Budge, Currie, Hamilton, Kirkpatrick, and C. T. Robinson, the singing of the latter being irresistibly comic. An agreeable feature of the entertainment was a cornet solo by Mr. Budge, "lost chord," for which he was most deservedly encored, when he gave "The song which reached my heart." Mr. Budge was most ably accompanied by Mr. Tyndale Lee, who also accompanied the songs throughout the evening most admirably. The dance music was exceptionally well played by Messrs. Farr and White, piano and violin.

## PEKING AND TIENTSIN.

The river keeps quite open at Taku and the Bar, and opposite The Farm the river has not yet frozen over this season.

It is reported that Mr. von Brandt is interesting himself on behalf of the promoters of a proposed German store to be started at Peking.

At the opening of the river a Belgian Consul is to be appointed to Tientsin. It is reported that the gentleman to occupy the post was recently an engineer in the employ of the Viceroy Chang Tsi-tung.

There is a split in the Foreign Club at Peking. All the Russians and French have resigned. This step has no political significance. The reason is said to be that the members had the bad taste not to elect any of them as office bearers.

We are informed that Monsieur le Conte du Chaylard leaves Tientsin to take up his appointment as Consul General at Shanghai on the opening of the river. Monsieur Ledue, of the Peking Legation, will take the position of French Consul at Tientsin.

We hear that foreigners are occasionally waylaid outside the settlement at night by Chinese footpads with a view to robbery. This is surely a new departure for Tientsin, and indicates a need for some sort of police protection for those living outside of Municipal limits.

On the 14th January a daring attempt was made to break into the godown of the Standard Oil Company of New York in the extra concession. It appears that the miscreants had taken advantage of the snowstorm to start cutting a hole through the brick wall. There were, it appears, some nine or ten men engaged in the business, two only being caught by the watchmen, the others making good their escape over the high wall.—*Peking and Tientsin Times*.

## TSINGKIANGPU.

1st February.

For the past month the regular examinations for the B.A. (*S'utsai*) degree, both literary and military, have been held at Huaianfu, ten miles below this city on the Grand Canal, and both this city and Huaian have been full of eager candidates for honours. It is estimated that there were 6,000 to 7,000 competitors for the literary degree from the six *hsien* in this prefecture, and about 5,000 military candidates, making with their attendants and friends a crowd of 25,000 or more visitors. Of course this means a harvest for the shopkeepers. The examinations were not without the usual exciting incidents belonging to such events. There was the same old story repeated of attempted frauds, of incompetent aspirants hiring clever knaves to enter the lists and write their essays for them. At least one such case occurred. Another case was that of a greedy licentiate coming to grief in trying to blackmail, or rather squeeze, some undergraduates. According to law the scholars are divided into *laoyiu* and *siaoyiu*, graduates and undergraduates. The graduates, beside being required to stand examination to show that they are keeping up their studies and are still worthy of their degrees, also act as sponsors for undergraduates who must be identified and guaranteed by some graduate of standing. A *ling sun* from this city had agreed to guarantee several young men from this *hsien*, but at the last moment he demanded a high price for his services—300 strings of cash. The students being unable to raise the money were in danger of losing their chance of graduation. So they invited the *laoyiu* to a tea-shop to discuss the matter over a fragrant bowl—to *chiangli*. In a twinkling twenty or more brawny country youths had grappled the greedy offender, his fur coat and robe were torn in shreds, his cap with the button was gone, and minus even shoes and sock, he made his way to the prefect's yamen to complain of the treatment he had received. The "loss of face" from his blackened eyes and scratches and his tattered toggery was simply awful! The prefect, being doubtless that he had been sufficiently punished already, dismissed him with a caution, and refused to allow his assailants to stand their examinations as a warning to the other students. Yesterday, the list being up, and his work all done, the Literary Chancellor

left Huaian by boat for Kiangyin, where his official residence is, to spend the Chinese holidays.

Some time ago your correspondent visited the city of Funing, 50 miles east of Huaian, in the much-neglected region of Kiangsu between the Grand Canal and the sea. A new magistrate had just arrived, but was waiting several days to take over the seals of office until a "lucky day" should come, much to the disgust of the old magistrate who was anxious to leave. The news has lately come, that after a little more than one month's tenure of office, the magistrate has been degraded, and retired from his post. The Chinese are joking about the value of "lucky days" and about how much trouble the good man was at to secure one to enter on his brief career of honour.

The merchants here complain of dull business, and of the rapid fluctuation in the value of the Mexican dollar. Within the last month the dollar went down rapidly from 950 cash to 860, then rose again to 920, and now has gone down again below 900 cash. A good many shops for several days would not take the dollar at all. One who has his little worldly all in Mexican feels like asking the question which the embarrassed member of the House asked in the middle of his speech, "Where am I at?" Indeed that bloated capitalist, the missionary,—whose life in the opinion of some imaginative writers is but a synonym for opulence and luxury—will find it very hard to make both ends meet, if the festive Mexican continues to coquette with the cash market as it has been doing lately.—*N. C. Daily News* correspondent.

## THE RUSSO-CHINESE BANK.

The St. Petersburg correspondent of *The Times*, telegraphing on 16th January, states:—Before the end of the present week the first general meeting will be held here of the new Russo-Chinese Bank. Although a Russo-Chinese bank, it is French capital again that predominates. I am informed on good authority that no less than five-eighths of the foundation capital of 6,000,000 roubles in gold, or about a million sterling, has been taken up by the French bankers in Paris, and only three-eighths of it by the Russian banks in St. Petersburg. It is the same Franco-Russian syndicate that effected the issue of the recent Chinese loan guaranteed by the Russian Government at a net profit on the transaction of £13,000,000.

One of the features of the concern that attracts general notice for various reasons, is the selection of Prince Esper Oukhtomsky, one of the founders, as president of the administration. Prince Oukhtomsky, to whose hostile writings on English policy in the East I have often had occasion to refer, appears at the opening of the Russian New Year in the new and double capacity of a bank president for the direction of extensive financial and commercial operations in China, and publisher and editor of a newspaper which begins a new lease of life under its old title of the *St. Petersburg Vedomosti*. In its first leader of the New Year Prince Oukhtomsky declares that he is at the head of a group of Russians who preserve unfaltering faith in Russia's universal historical mission, which, according to them, is "to hold up Russia as an example to all the world of a Christian State where Christ's teachings of truth and love are not only outwardly professed, but inwardly practised and realised."

## MR. CURZON ON THE FAR EAST.

The Hon. G. N. Curzon, Under Secretary for Foreign Affairs, and Sir Henry Fowler were the principal guests on 15th January at the annual banquet of the Wolverhampton Chamber of Commerce. Mr. Curzon, referring to the present crisis, said that during the anxious time with which the Government and the Foreign Office in particular were confronted it was a most cheering consolation to know that they had behind them the support and confidence of a loyal and united people. It was to the mercantile argosies rather than to the realms of the world that he looked for the future peace of the world. In the course of his remarks he said:—



The Far East had, or ought to have, overwhelming importance in the eyes of the business man. China was peopled by 350 millions, of whom it was true that there were many, many millions who had never yet handled a British implement or seen British goods. The conquest of these markets was a matter of which we should never lose sight as one of the achievements of the future. A great convulsion last year swept over those parts of the world, and the commotion caused had not yet entirely subsided. Though its chief effects might have been visible in the political world, in the commercial world they were not less perceptible. On the one hand there had been a great dislocation of the existing channels of trade; on the other hand, owing to the victory of Japan and the terms imposed by her on China, there had been a considerable opening of new ports; and in the industrial activity which in ensuing years would be put forward by Japan, a nation highly gifted with all the capacities which had given Great Britain her position in Europe, a nation with millions in its pockets as the result of the indemnities exacted from China—in the competition of that country we should meet with one of the most formidable factors in our enterprise in coming years. (Hear, hear.) Then there was China itself. It might be too sanguine to expect much from China, but if ever an occasion arose in the history of the world calculated to apply the goad to a slumbering nation it must have been the reverses which China had recently passed through. In consequence of the dislocation of existing trade and the openings for new trade it was incumbent upon the Government to be supplied with accurate information upon these subjects. They had, therefore, deputed Mr. Brennan, Her Majesty's Consul at Canton, and one of the most capable of the Consular staff on the Chinese coast, to pay a personal visit to every one of the treaty ports in China, Korea, and Japan, and report on the manner in which British trade had been affected by the war—(cheers)—and as to any steps which might be required to safeguard and secure such trade in future. When his report, which would be a work of great ability and thoroughness, was before the Foreign Office, they ought to be in a position to take some even more prominent step for the protection of commercial interests in that quarter. Under the treaty of Shimonoseki three new ports had been opened, and British Consuls or Vice-Consuls would be sent to them and also to any ports which might now or in the near future be similarly opened. (Hear, hear.) The Foreign Office were also taking steps to increase our Consular representation in Siam, and had sent Consuls to Nan and Korat.

### COMMERCIAL.

#### TEA.

#### EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1895-96	1894-95
	lbs.	lbs.
Canton and Manao .....	7,446,499	7,813,790
Amyoy .....	653,530	772,692
Foochow .....	11,175,408	14,357,213
Shanghai and Hankow .....	21,111,512	21,591,499
	40,386,549	44,535,229

#### EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Amyoy .....	12,451,724	18,751,820
Foochow .....	6,666,654	4,626,555
Shanghai .....	29,029,329	23,796,160
	47,547,765	49,774,535

#### EXPORT OF TEA FROM CHINA TO ODESSA.

	1895-96	1894-95
	lbs.	lbs.
Hankow and Shanghai .....	27,240,863	22,555,223

#### EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Yokohama .....	29,691,011	28,547,371
Kobe .....	18,434,402	16,682,616
	48,035,413	45,229,987

#### SILK. EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1895-96	1894-95
	bales.	bales.
Shanghai .....	46,076	44,121
Canton .....	9,180	6,523
Yokohama .....	16,325	18,541
	71,581	69,193

#### EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1895-96	1894-95
	bales.	bales.
Canton .....	13,111	12,577
Shanghai .....	8,587	7,051
Yokohama .....	25,400	21,796
	47,098	41,424

#### CAMPHOR.

HONGKONG, 18th February.—No change to report. Quotations for Formosa are \$52.50 to \$53.00. During the past week sales have been 50 piculs.

#### SUGAR.

HONGKONG, 18th February.—Business has not yet been resumed to any great extent since the China New Year and there is no change to be reported in the state of the market. Following are the quotations:—

Shenklong, No. 1, White...	\$7.35 to 7.39	per picul.
do. " 2, White...	6.72 to 6.75	"
Shenklong, No. 1, Brown...	4.70 to 4.73	"
do. " 2, Brown...	4.59 to 4.63	"
Swatow, No. 1, White...	7.22 to 7.25	"
do. " 2, White...	6.68 to 6.71	"
do. " 1, Brown...	4.60 to 4.62	"
Swatow, No. 2, Brown...	4.53 to 4.55	"
Foochow Sugar Candy .....	10.94 to 10.10	"
Shenklong .....	9.80 to 9.85	"

#### MISCELLANEOUS EXPORTS.

The German steamer *Thekla*, Hongkong to Havre, 5th February, took:—10 cases Human Hair, 76 bales Split Bamboo, 225 packages Tea, 535 rolls Matting, 94 cases Bristles, 328 packages Cans, 1 case Enamelledware, 1 case Silks, 38 bales Feathers, and 1 case Chinaceries; for Havre option Hamburg:—94 cases Bristles, 100 cases Staranised, 10 cases Essential Oil, 115 cases Camphor, 155 bales Cans, 124 rolls Matting, 10 cases Human Hair, and 50 cases Paper; for Havre option Hamburg option London:—1,933 cases Camphor and 40 cases Bristles; for Havre option Hamburg option London option Antwerp:—86 cases Bristles and 115 bales Feathers; for Hamburg:—130 packages Firecrackers, 400 cases Cassia, 1,640 cases Broken Cassia, 236 cases Camphor, 138 bales Kattans, 386 bales Feathers, 882 bales Cans, 100 cases Cassia Buds, 35 packages Kattanware, 15 cases Bristles, 9 cases Paper Umbrellas, 5 cases Bamboofans, 1 case Silks, 28 cases Palm Leaf Fans, 20 packages Merchandise, and 8 packages Sundries; for Hamburg option London:—40 cases Essential Oil and 101 cases Bristles; for London:—27 bales Feathers; for Lisbon:—6 boxes Private Effects, and 6 packages China and Lacquered Ware; for Oporto:—1 case Sundries.

The steamer *Orestes*, Hongkong to London, 7th February, took:—1,700 boxes Tea (35.70 lbs. Scented Caper), 90 bales Waste Silk, 147 bales Pierced Cocoons, 1,327 bales Hemp, 161 rolls Matting, 520 cases Preserves, 250 cases Preserves, 106 cases Bristles, 55 cases Cigars, 2 packages Blackwoodware, 6 packages Fans, 11 packages Chinaware, 39 packages Shells, 3 bags Copra, 527 bags Gum, and 10 packages Sundries; for Liverpool:—3,130 bales Hemp, 5 cases Cigars, and 2 cases Curios; for London option Manchester:—10 bales Waste Silk and 2 cases Floss Silk; for George Town:—2 cases Chinaware; for Hamburg:—5 cases Cigars; for Glasgow:—2 packages Sundries.

The steamer *Pyrrhus*, Hongkong to London, 12th February, took:—25 packages Tea (532 lbs. Congou), 1 case Silk, 60 bales Waste Silks, 5,009 bales Hemp, 9 cases Cigars, 10 cases Camphorwood Trunks, 20 cases Soy, and 14 packages Sundries; for London option Manchester:—65 bales Waste Silk; for Liverpool:—1,125 bales Hemp, and 1 package Sundries; for Buenos Ayres option Montevideo:—100 boxes Tea and 50 cases Cassia.

The American ship *Daniel Barnes*, Hongkong to New York, 13th February, took:—6,346 rolls

Matting, 4,160 bales Cassia Lignea, 3,605 packages Fire Crackers, 1,800 packages Cannon Crackers, 1,500 cases Preserves, 30 cases Preserves, 1,270 packages Rattanware, 534 cases Fans, 488 half-chests Tea, 400 cases Cassia Buds, 107 packages Cans, 80 cases Blackwoodware, 20 boxes Saigon Cassia, 39 cases Chinaware, 31 packages Rattanware, 30 cases Joss Sticks, 25 cases Soy, and 535 packages Merchandise.

The P. & O. steamer *Pekin*, Hongkong to London, 13th February, took:—3 packages Sundries, 5 cases Cigars, 30 cases Blackwoodware, 36 bales Waste Silk, and 11 cases Silk Piece Goods; for Buenos Ayres:—47 packages Tea; for France:—711 bales Raw Silk, 7 cases Silk Piece Goods, and 17 packages Hair; for Milan:—10 bales Raw Silk; for Genoa:—1 case Silk Piece Goods.

#### OPIUM.

HONGKONG, 18th February.—Bengal.—The market has ruled rather quiet in the interval and prices have declined. New Patna being quoted at the close at \$8.05, Old Patna at \$8.15, New Benares at \$7.85, and Old Benares at \$8.07½.

Malwa.—There has not been any noteworthy change in rates, and business has been of a rather meagre character. The following are the latest quotations:—

New .....\$760 with allowance 0 to 1½ catty  
Old .....\$770 " 0 to 1½ "

Persian.—Oily drug continues neglected. Paper wrapped has been dealt in to the extent of some sixty to seventy chests. Prices close at \$630 to \$670 for the former and at \$700 to \$760 for the latter according to quality.

To-day's stocks are estimated as under:—

New Patna .....	500 chests
Old Patna .....	1,320 "
New Benares .....	550 "
Old Benares .....	470 "
Malwa .....	280 "
Persian .....	1,260 "

#### COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1896.	\$	\$	\$	\$	\$	\$
Feb. 13	812½	820	790	810	760	770
Feb. 14	812½	820	790	810	760	770
Feb. 15	812½	817½	787½	807½	760	770
Feb. 16	810	817½	787½	807½	760	770
Feb. 17	805	815	785	807½	760	770
Feb. 18	805	815	785	807½	760	770

#### RICE.

HONGKONG, 18th February.—Since the China New Year prices have receded a little. Closing quotations are:—

Saigon, Ordinary .....	\$2.26 to 2.28
" Round, good quality .....	2.47 to 2.50
" Long .....	2.63 to 2.65
Siam, Field, mill cleaned, No. 2 .....	2.50 to 2.52
" Garden, " No. 1 .....	2.75 to 2.78
Siam, White .....	3.10 to 3.12
" Fine Cargo .....	3.22 to 3.26

#### COALS.

HONGKONG, 18th February.—No business reported since last report owing to the China New Year holidays. Quotations unchanged and nominal.

Cardiff .....	\$12.00 to —	ex ship, nominal.
Australian .....	7.50 to 8.00	ex ship, nominal.
Milke Lump .....	\$5.69 to 5.75	ex ship, steady
Milke Small .....	4.85 to —	ex ship, do
Moji Lump .....	4.00 to 5.50	ex ship, nominal.
Kebao Lump .....	6.00 to 7.00	ex ship, nominal.
Kebao Small .....	4.00 to 4.50	ex ship, nominal.
Hongay Lump .....	7.00 to —	ex ship, nominal.

#### MISCELLANEOUS IMPORTS.

HONGKONG, 18th February.—Business has been suspended owing to the China New Year holidays. Quotations are:—

COTTON YARN.		per bale
Bombay—Nos. 10 to 20 .....	\$65.00 to \$91.50	
English—Nos. 16 to 24 .....	104.00 to 108.00	
" 22 to 24 .....	111.00 to 114.00	
" 28 to 32 .....	115.00 to 121.00	
" 38 to 42 .....	126.00 to 135.00	



## COTTON PIECE GOODS.

	per piece	
Grey Shirtings—6lbs. ....	1.45 to 1.60	
7lbs. ....	1.95 to 2.15	
8.4 lbs. ....	2.20 to 2.25	
9 to 10 lbs. ....	3.30 to 4.15	
White Shirtings—54 to 56 rd. ....	2.35 to 2.60	
54 to 60 ..	2.75 to 3.35	
64 to 66 ..	3.15 to 3.85	
Fine .....	4.20 to 6.95	
Book-folds. ....	3.20 to 5.60	
Victoria Lawns—12 yards ...	0.67 to 1.35	
T-Cloths—6lbs. (32 in.) Ord'y. ....	1.50 to 1.65	
7lbs. (32 ..) ..	1.87 to 2.05	
6lbs. (32 ..) Mexs. ....	1.70 to 1.80	
7lbs. (32 ..) ..	2.20 to 2.45	
8 to 8½lbs. (36 in) ....	2.40 to 3.15	
Drills, English—40 yds. 13½ to 14lbs. ....	3.30 to 4.40	

## FANCY COTTONS

Turkey Red Shirtings—1½ to 5lbs. ....	1.40 to 3.00	
Brocades—Dyed .....	3.85 to 4.70	
Damasks .....	per yard	
Chintzes—Assorted .....	0.14 to 0.18	
Velvets—Black, 22 in. ....	0.22 to 0.30	
Velveteens—18 in. ....	0.19 to 0.22	
Handkerchiefs—Imitation Silk ....	0.45 to 0.90	

## WOOLLENS

Spanish Stripes—Sundry chops. ....	0.60 to 0.95	
German .....	1.00 to 1.15	
Habit, Med. and Broad Cloths. ....	1.25 to 2.70	
Long Ells—Scarlet .....	6.70 to 8.00	
Assorted .....	6.80 to 8.10	
Camlets—Assorted .....	15.00 to 31.00	
Lastings—30 yds., 31 inches, Assorted ..	14.00 to 22.00	
Orleans—Plain .....	3.80 to 5.10	
Blankets—8 to 12lbs. ....	4.70 to 9.50	

## METALS

Iron—Nail Rod .....	2.95 to 3.00	
Square, Flat Round Bar ...	2.95 to 3.00	
Sweetish Bar .....	4.80 to —	
Small Round Rod .....	3.45 to —	
Hoop .....	4.45 to —	
Old Wire Rope .....	3.90 to —	
Lead .....	6.95 to 7.00	
Yellow Metal—Muntz 14/28 oz. 26 00 to —		
Vivian's 16/32 oz. 25 00 to 25.25		
Elliot's 16/28 oz. 21.50 to —		
Japan Copper, Slabs .....	21.00 to —	
Tiles .....	24.00 to —	
Tin .....	34.05 to —	

Tin-Plates .....	5.40 to —	
Steel .....	5.50 to —	

## SUNDRIES

Quicksilver .....	117 to —	
Window Glass .....	3.15 to —	
Kerosene Oil .....	2.10 to —	

SHANGHAI, 12th February.—(From Mr. Geo. W. Noel's report.)—The market has been virtually closed since the departure of the last mail although a few of the dealers have found time to make occasional visits, in the hope no doubt of picking up any bargains that might be offering, but nothing of any importance has been done. The best they could do, apparently, was to leave some small orders to be submitted on the off chance of their going through at cheap prices owing to the temporary cessation of business here. The Manchester market, however, shows no sign of weakness, and the same may be said of those in the States, which should be somewhat encouraging to recent heavy operators, a further rise in sterling being the chief thing to dread now. The enormous export figures last month have been fully confirmed, and private enquiries have elicited the additional information that the sixty-seven million yards of Plain Cottons are made up of 46,000,000 yards Greys for Shanghai and 10,850,000 yards to Hongkong, thus leaving 10,125,000 yards presumably of Bleached goods, to be divided between the two markets. The dealers are not at all disconcerted at these figures, and appear to be full of confidence that there will be ample demand for it all so soon as the markets open. The more cautious importers, however, are looking at them with some anxiety, and are afraid that the success which has attended the natives engaged in this trade during the

past year has made them over sanguine. Whether this is so or not the close of the 21st year of Kwangshu will stand out as one of the most satisfactory ever known, and certainly with much more promise for the future; in fact it only wants a good fall of snow tomorrow to complete the happiness of all! If credit and financial facilities count for anything success for the New Year is pretty well assured at once, for a lot of the thirty-one Native Banks that have been doing business this year have done remarkably well, so much so that they all intend to resume after the holidays, and, in addition, thirteen new ones, promoted by wealthy and influential men.

## JOINT STOCK SHARES.

HONGKONG, 18th February.—Although rates have still further risen during the week under review, business has continued slack and only small transfers have been made. The market generally closes firm with more buyers than sellers. Persistent rumours are current of a further reduction in the Bank deposit rate of interest and even of a further reduction of interest on overdrafts, which accounts in some measure for the rise in the market value of shares. We have been unable to find any grounds for these rumours, however, and simply give them for what they are worth.

BANKS.—Hongkong and Shanghai have continued to rule steady with little or no business at 182 per cent. prem. cum div.; market closes steady at 172 per cent. prem. ex div.

MARINE INSURANCES.—China Traders continuing in demand the rates rose to \$75½ and \$76, at which a fair number of shares changed hands; at time of writing a few small parcels are obtainable at the rate. Unions continue on offer at \$195 without finding buyers. Small sales of Yangtzes, North Chinas, and Straits are reported at quotations.

FIRE INSURANCES.—Hongkongs have been enquired for, and sales have been effected at \$287½, \$289, and \$290, market closing firm with further buyers at the latter rate. Chinas have also ruled strong, having changed hands at \$91 and \$92.

SHIPPING.—Hongkong, Canton, and Macao have been dealt in to some extent at \$36½, \$37, \$37½, and \$37½ cash, market closing steady at \$32½ ex return. The \$5 return capital is in course of payment. Shares are enquired for for March and April. Douglases have found further buyers at \$52, and small lots have changed hands; at time of writing more shares are wanted, but holders refuse to part under \$52½, at which rate only a few are obtainable. Indo-Chinas with a continued demand from the North have further advanced to \$58½ and \$59, with as far as we know no business; holders continue firm and refuse to part.

REFINERIES.—Chinas are wanted in small lots, but we have heard of no sales. In Luzons sellers continue to ask \$59 and buyers to offer \$58, but no shares have changed hands.

MINING.—Fungies.—A few more shares changed hands at \$5, but the demand proving greater than the supply the rate rose to \$5.10 without finding sellers; at time of writing shares are wanted at \$5.10. New Balmorals have been enquired for in a small way and have changed hands at \$1.60, \$1.70, and \$1.80, closing firmish with buyers at latter rate. Raubs have found buyers at \$4.20 and \$4.30, closing firm with buyers; the result of the last crushing is 1,350 oz. amalgam from 1,134 tons stone, equal to about 480 oz. of gold. Jelebs after further sales at \$3 have eased up and are obtainable at that and probably at a shade lower.

DOCKS, WHARVES, AND GROUNDWORKS.—Hongkong and Whampoa.—Further sales at 150 per cent. prem. have been effected, and a sale at 151 is reported. Market closes steady at 151 per cent. prem. The report of the Company is now about to be published. The division of the profits proposed by the Directors will be found in our report of the 21st January, the only differences being a sum of \$22,000 in lieu of a 10 per cent. bonus to employees, and a small amount in the sum carried forward. Kowloon Wharves have been neglected but steady at \$46, closing at \$45 ex div. Wanchais remain unchanged with no business to report.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Land has continued in strong demand, buyers vainly offering \$71 and \$71½ without bringing out sellers; at \$72, however, a few

shares changed hands and more could be placed at the rate; market closes firm. Hotels have ruled steady at quotation with little or no business. West Points continue neglected although we hear the houses on the property are rapidly filling.

MISCELLANEOUS.—Sales of Ices at \$97, Dairy Farms at \$9, Watsons at \$11½, and Fenwicks at \$21½, are all we have to report under this heading.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		[div. \$340 buyers]
Hongkong & Shanghai ..	\$125	172 p. ct. pm. = ex
China & Japan, pref. ....	£5	nominal
Do. ordinary .....	£1 10s.	nominal
Do. deferred .....	£1	£2, buyers
Natl. Bank of China ..		
B. Shares .....	£8	\$27, sellers
Foun. Shares .....	£1	\$105, sellers
Bell's Asbestos E. A. ....	15s.	\$10
Brown & Co., H. G. ....	\$50	\$5, sellers
Campbell, Moore & Co. ....	\$10	\$5, buyers
Carmichael & Co. ....	\$20	\$9, ex div.
China Sugar .....	\$100	\$112
Chinese Loan '86 E. ....	Tls. 250	10 p. ct. prem.
Dakin, Cruickshank & Co. ....	\$5	\$1
Dairy Farm Co. ....	\$10	\$9, sales
Fenwick & Co., Geo. ....	\$25	\$21½, sales & buyers
Green Island Cement ..	\$10	\$13½, sellers
H. & C. Bakery .....	\$50	\$36
Hongkong & C. Gas .....	£10	\$100, buyers
Hongkong Electric .....	\$8	\$6.80
H. H. L. Tramways .....	\$100	\$84, sellers
Hongkong Hotel .....	\$50	\$22½, buyers
Hongkong Ice .....	\$25	\$97, sales
H. & K. Wharf & G. ....	\$50	\$45, ex div.
Hongkong Rope .....	\$50	\$150, sellers
H. & W. Dock .....	\$125	151 p. c. prem. =
Insurance—		[\$33.75, sales]
Canton .....	\$50	\$190, sales
China Fire .....	\$50	\$92, sales & sellers
China Traders' .....	\$25	\$76, sales & sellers
Hongkong Fire .....	\$50	\$290, sales & buyers
North-China .....	£25	Tls. 220 s. & buyers
Straits .....	\$20	\$25½, sales & buyers
Union .....	\$25	\$195, sellers
Yangtze .....	\$60	\$122, sales & buyers
Land and Building—		
H. Land Investment .....	\$50	\$72, sales
Humphreys Estate .....	\$10	\$9½, sellers
Kowloon Land & B. ....	\$30	\$15.25, sellers
West Point Building ..	\$40	\$18½
Luzon Sugar .....	\$100	\$59, sellers
Mining—		
Charlemagnes .....	Fcs. 500	\$724
Jelebs .....	\$5	\$3, sellers
New Balmoral .....	\$3	\$1.80, buyers
Punjum .....	\$4	\$5.10, sales & buyers
Do. (Preference) .....	\$1	\$1.70, buyers
Raubs .....	Tls. 10d.	\$4.3, buyers
Steamship Coys.—		
China and Manila .....	\$50	\$7½, sellers
China Shippers .....	£5	£2.10
Douglas S. S. Co. ....	\$50	\$52, buyers [sales]
H. Canton and M. ....	\$20	\$32½, ex return \$3,
Indo-China S. N. ....	£10	\$58½, buyers
Wanchai Warehouse Co. ....	\$37½	\$39
Watson & Co., A. S. ....	\$10	\$11½, sales & sellers

CHATER & VERNON, Share Brokers

SHANGHAI, 12th February.—(From Messrs. J. P. Bisset & Co.'s report.)—There has not been much business done since we published our report on the 7th instant. Banks—Hongkong and Shanghai Banking Corporation.—No business is reported on this market. Hongkong quotes buyers at \$352.50, (182 per cent. premium). The latest London rate is £11.10.0. Shipping.—Indo-China S. N. shares have changed hands at Tls. 41½, Tls. 41, and Tls. 42. Hongkong, Canton and Macao Steamship shares have been sold at Tls. 36½. There are buyers in Hongkong at Tls. 36½. Douglases are quoted \$11½ in Hongkong. Docks.—Shares in Boyd & Co. have been placed at Tls. 200, and in S. C. Farbm & Co. at Tls. 187½ cash, and Tls. 189/190 for delivery on the 29th current. Marine Insurance.—North-Chinas have been sold at Tls. 225. Fire Insurance.—There are buyers of Hongkongs in Hongkong at Tls. 287½. China Fire Insurance Co.—Shares have been purchased from Hongkong at \$90. There are now buyers in Hongkong at that rate. Wharfs.—Hongkong and Kowloon Wharf shares have been purchased from Hongkong at \$47. We hear that the Company will pay a final dividend of 2½ per cent, making 5 per cent. in all for 1895. Sugars.—Perak Sugar Cultivation shares were sold, and are wanted, at Tls. 36. Lands.—Shanghai Land Investment shares were sold at Tls. 80 for fully paid up shares, and the Tls. 30 paid up shares were sold at Tls. 55, cum the dividend of



4½ per cent. paid to-day. Hongkong Land Investment shares were purchased from Hongkong at \$10. Factories.—Major Brothers shares were sold at Tls. 28 and are wanted. Quotations are:—  
 Hongkong and Shanghai Banking Corporation.—\$351½.  
 Bank of China, Japan, and The Straits, Limited.—Nominal.  
 Bank of China, Japan, and The Straits, Limited, Founders.—Nominal.  
 National Bank of China, Ltd., A.—none.  
 National Bank of China, Ltd., B.—\$27½.  
 National Bank of China, Ltd., Founders.—\$105.  
 Shanghai Tugboat Co., Ltd.—Tls. 165 per share.  
 Indo-China Steam N. Co., Ltd.—Tls. 42 per share.  
 China-Mutual Steam Nav. Co.—Tls. 50 per share.  
 Taku Tug & Lighter Co., Ltd.—T. Tls. 75 per share.  
 Hongkong, Canton and Macao Steamboat Co.—\$36½ per share.  
 Douglas Steamship Co., Ltd.—\$51½ per share.  
 Ford & Co., Ltd., Founders.—Tls. 300 per share.  
 Boyd & Co., Limited.—Tls. 200 per share.  
 S. C. Farnham & Co.—Tls. 187½ per share.  
 Hongkong and Whampoa Dock Co., Ltd.—\$311½ per share.  
 China Traders' Insurance Co., Ltd.—\$73 per sh.  
 North China Insurance Co., Ltd.—Tls. 225 p sh.  
 Union Insurance Society of Canton, Ltd.—\$195 per share.  
 Yangtze Insee. Assocn., Ltd.—\$122½ per share.  
 Canton Insurance Office, Ltd.—\$190 per share.  
 Straits Insurance Co., Limited.—\$25 per share.  
 Hongkong Fire Insurance Co., Ltd.—282½ per sh.  
 China Fire Insurance Co., Ltd.—\$90 per share.  
 Shanghai & Hongkew Wharf Co.—Tls. 105 per share.  
 Birt's Wharf Hide-curing and Wool-cleaning Company.—Tls. 55 per share.  
 Hongkong and Kowloon Wharf and Godown Company, Limited.—\$47 per share.  
 Sheridan Consolidated Mining and Milling Company, Limited.—Tls. 2½ per share.  
 Punjion Mining Co., Ltd.—\$180 per share.  
 Punjion Mining Co., Ltd., pref. shares—\$150 per share.  
 Jelebu Mining & Trading Co., Ltd.—\$2½ per share.  
 Raub Australian Gold Min. Co., Ltd.—\$4.10 per share.  
 Shanghai Cargo Boat Co.—Tls. 210 per sh.  
 Co-operative Cargo Boat Co.—Tls. 1:0 per share.  
 Shanghai Gas Co.—Tls. 232½ per share.  
 Hongkong Electric Co., Ltd.—\$6.75 per share.  
 Shanghai Waterworks Co., Ltd.—Tls. 200 per share.  
 Perak Sugar Cultivation Co., Ltd.—Tls. 35½ per share.  
 China Sugar Refining Co., Ltd.—\$119 per share.  
 Luzon Sugar Refining Co., Ltd.—\$60 per share.  
 Hall & Holtz, Ltd.—\$30 per share.  
 Shanghai Land Investment Co., Ltd.—Tls. 77½ per share.  
 Hongkong Land Invest. & A. Co., Ltd.—\$70 per share.  
 Kowloon Land & Building Co., Ltd.—\$15½.  
 J. Llewellyn & Co., Limited.—\$65 per share.  
 Shanghai Horse Bazaar Co., Ltd.—Tls. 53 per share.  
 Major Brothers, Limited.—Tls. 28 per share.  
 Shanghai Sumatra Tobacco Co.—Tls. 99 per sh.  
 Shanghai Langkat Tobacco Co., Ltd.—Tls. 270 per share.  
 Shanghai Langkat Tobacco Co., Ltd., Founder's.—Nominal.  
 Shanghai Ice Company—Tls. 130 per share.  
 A. S. Watson Co., Limited.—\$11½ per share.  
 Bell's Asbestos Eastern Agency, Ltd.—21.  
 Bell's Asbestos Eastern Agency, Ltd.—\$9 50.  
 Ewo Cotton Spinning & W. Co., Ltd.—Tls. 60.  
 International Cotton Man. Co., Ltd.—Tls. 47½.  
 Laou-kung-mow Cotton Spinning and Weaving Co., Ltd.—Tls. 47½.  
 China Merchants' Steam Navigation Company Debentures.—Nominal.

TUESDAY, 18th February.  
 CLOSING QUOTATIONS.  
 EXCHANGE.

ON LONDON.—  
 Telegraphic Transfer ..... 2/1½  
 Bank Bills, on demand ..... 2/1½  
 Bank Bills, at 30 days' sight .....  
 Bank Bills, at 4 months' sight ..... 2/2  
 Credits, at 4 months' sight ..... 2/2½  
 Documentary Bills, 4 months' sight 2/2½  
 ON PARIS.—  
 Bank Bills, on demand ..... 2.71  
 Credits, at 4 months' sight ..... 2.76

ON GERMANY.—  
 On demand ..... 2.20  
 ON NEW YORK.—  
 Bank Bills, on demand .....  
 Credits, 60 days' sight .....  
 ON BOMBAY.—  
 Telegraphic Transfer ..... 181½  
 Bank, on demand ..... 181½  
 ON CALCUTTA.—  
 Telegraphic Transfer ..... 181½  
 Bank, on demand ..... 181½  
 ON SHANGHAI.—  
 Bank, at sight ..... 71½  
 Private, 30 days' sight ..... 72½  
 ON YOKOHAMA.—  
 On demand ..... ½ % pm.  
 ON MANILA.—  
 On demand ..... 11 % pm.  
 ON SINGAPORE.—  
 On demand ..... ½ % pm.  
 SOVEREIGNS, Bank's Buying Rate ..... 9.10  
 GOLD LEAF, 100 fine, per tael ..... 48

## VESSELS ON THE BERTH.

For LONDON.—Nerite (str.), Bernao (str.), Diomed (str.), Ravenna (str.).  
 For HAVRE.—Dorothea Rickmers (str.), Oceana (str.).  
 For BREMEN.—Prinz Heinrich (str.).  
 For SAN FRANCISCO.—Bradick Castle, Peru (str.), Coptic (str.), Formosa.  
 For VICTORIA.—Hankow (str.).  
 For NEW YORK.—Port Adelaide, Cerastes.

## SHIPPING.

## ARRIVALS AND DEPARTURES SINCE LAST MAIL.

## HONGKONG.

February—  
 ARRIVALS.  
 13. Doris, German str., from Hoihow.  
 13. Activ, Danish str., from Hoihow.  
 13. Cosmopolit, German str., from Swatow.  
 13. Ningchow, British str., from Amoy.  
 13. Sabine Rickmers, Ger. str., from Canton.  
 13. Oolong, British str., from Liverpool.  
 13. Benedi, British str., from Saigon.  
 13. Iltis, German gunboat, from Amoy.  
 13. Taiwan, British str., from Shanghai.  
 13. C. H. Kian, British str., from Singapore.  
 13. Hanoi, French str., from Haiphong.  
 13. Ivy, Amr. ship, from Manila.  
 14. Lyeemoon, German str., from Shanghai.  
 14. Kwanglee, Chinese str., from Shanghai.  
 14. Nanyang, German str., from Wuhu.  
 14. Store Nordiske, Danish str., from a cruise.  
 14. Sungkiang, British str., from Manila.  
 14. Loksang, British str., from Wuhu.  
 15. Nanchang, British str., from Wuhu.  
 15. Frognor, Norw. str., from Bangkok.  
 15. Fiedola, German str., from Saigon.  
 15. Sishan, British str., from Ang Hin.  
 16. Esang, British str., from Wuhu.  
 16. Foochow, British str., from Wuhu.  
 16. Germania, German str., from Saigon.  
 16. Guthrie, British str., from Sydney.  
 16. Kansu, British str., from Wuhu.  
 16. King Sing, British str., from Singapore.  
 16. Kweilin, British str., from Wuhu.  
 16. Oslo, Norwegian str., from Saigon.  
 16. Shelley, British str., from Singapore.  
 16. Singan, British str., from Wuhu.  
 16. Taiyuan, British str., from Yokohama.  
 16. Taksang, British str., from Wuhu.  
 17. Ernest Simons, French str., from M'selles.  
 17. Kiangpak, Chinese str., from Chinkiang.  
 17. Chittagong, British str., from Saigon.  
 17. Tetartos, German str., from Saigon.  
 17. Wuhu, British str., from Wuhu.  
 17. Tam O'Shanter, Amr. sh., from Honolulu.  
 17. China, German str., from Saigon.  
 17. Loosok, British str., from Bangkok.  
 18. Peru, Amr. str., from San Francisco.  
 18. Choysang, British str., from Shanghai.  
 18. Zafiro, British str., from Manila.  
 18. Wing Hong, British str., from Swatow.  
 18. Prosper, Norwegian str., from Canton.  
 18. Ingraban, German str., from Saigon.  
 18. Wuotan, German str., from Saigon.  
 February—  
 DEPARTURES.  
 13. Amara, British str., for Shanghai.  
 13. Laredona, Span. str., for Manila.  
 13. Frejr, Danish str., for Pakhoi.  
 13. Kong Alf, Norw. str., for Saigon.  
 13. Maria Teresa, Aust. str., for Shanghai.  
 13. Mongkut, British str., for Bangkok.

13. Pekin, British str., for Europe.  
 13. Pyrrhus, British str., for London.  
 13. Shantung, British str., for Java.  
 14. Formosa, British str., for Amoy.  
 14. Inverlay, British str., for Saigon.  
 14. Senta, German str., for Yokohama.  
 15. Nanyang, German str., for Canton.  
 15. C. H. Kian, British str., for Amoy.  
 15. Cosmopolit, German str., for Swatow.  
 15. Kwanglee, Chinese str., for Canton.  
 15. Lyeemoon, German str., for Canton.  
 15. Loksang, British str., for Canton.  
 15. Mount Lebanon, British str., for Kobe.  
 16. Doris, German str., for Saigon.  
 16. Nanchang, British str., for Canton.  
 16. Nestor, British str., for Shanghai.  
 16. Oolong, British str., for Shanghai.  
 16. Radnorshire, British str., for Nagasaki.  
 16. Sabine Rickmers, German str., for Swatow.  
 16. Store Nordiske, Danish str., for a cruise.  
 16. Taksang, British str., for Canton.  
 16. Triumph, German str., for Hoihow.  
 17. Esang, British str., for Canton.  
 17. Foochow, British str., for Canton.  
 17. Singan, British str., for Canton.  
 17. Iltis, German gunboat, for Canton.  
 17. Crown of Arragon, Brit. str., for Manila.  
 17. Ernest Simons, French str., for Shanghai.  
 17. Kepton, British str., for Moji.  
 17. Taiwan, British str., for Takau.  
 18. Lyderhorn, Norw. str., for Bangkok.  
 18. Activ, Danish str., for Hoihow.  
 18. Kweilin, British str., for Canton.  
 18. Haitan, British str., for Swatow.  
 18. Kansu, British str., for Canton.  
 18. Kiangpak, Chinese str., for Canton.  
 18. Strathallan, British str., for Hongay.  
 18. Wuhu, British str., for Canton.  
 18. V. Monomach, Russian cr., for Singapore.  
 18. Evandale, British str., for Kutchinotzu.  
 18. Hanoi, French str., for Haiphong.  
 18. Ningchow, British str., for London.  
 18. Yuensang, British str., for Manila.

## PASSENGER LIST.

## ARRIVED.

Per Haitan, str., from Coast Ports.—Rev. Dr. and Mrs. Wilcox and family, Mr. and Mrs. Marshall, Mr. and Mrs. Hollen, Miss Focken, Col. Von Kretschmar, Dr. McDougall, Messrs. Jamieson, Gittens, Bruce, White, Wallace, Clifford and Diercks.  
 Per Yuensang, str., from Manila—Mr. Menhouse.  
 Per Maria Teresa, str., from Trieste, &c.—Mrs. Mickie Lee, Messrs. Walner and Kutter.  
 Per Evandale, str., from Kutchinotzu—Mr. J. Quvin.  
 Per Formosa, str., from Tamsui, &c.—Mr. Si Szawa.  
 Per Taiwan, str., from Shanghai.—Mr. F. S. Saunders.  
 Per Lyeemoon, str., from Shanghai.—Messrs. McBain, Larsen, E. Willkomm, Pan, W. H. Brown, Newman, Nema, and Kober.  
 Per Hanoi, str., from Haiphong, &c.—Mr. and Mrs. Vidal, Messrs. A. R. Marty and Vachia.  
 Per Kwanglee, str., from Shanghai.—Messrs. Skinner and Carvalho.  
 Per Taiyuan, str., from Japan—Hon. J. H. Want, Mrs. Nelson, Mr. Murray White.  
 Per Guthrie, str., from Sydney for Hongkong—Messrs. J. Shannon, J. W. Shannon, and R. E. McBurney. For Kobe—Mr. W. Glen and Master E. Glen.  
 Per Ernest Simons, str., for Hongkong from Marseilles—Messrs. C. Meholson and O. J. de Oliveira. From Colombo—Mr. and Mrs. Meredith. From Singapore—Messrs. Aug. Sussumann, All. Sussumann, Percy F. Emoy, Gust Lapp, Carl Lapp, Wolff, Alesis Haiman, Tonako, Etoelle, Whilam, Tachikowa, Mr. and Mrs. Alkune, Mr. and Mrs. Tsu Pok Jeo. From Saigon—Mr. and Mrs. Mayer, Mrs. Marco Alis, Messrs. Thiollier, Lern Holham, Mori Nechi, and Kita. For Shanghai from Marseilles—Messrs. Bertshinger, Eckford, Dyce, C. Demrey, Aug. Rothan, Stanleni, O. H. Dissen, Sister Ysunne Brodesoller, Mr. and Mrs. Buxter. From Port Said—Mr. and Mrs. Fung Wai Hing. From Singapore—Mr. and Mrs. Hemberg, Mr. A. V. Lechy. For Kobe from Marseilles—Mr. de Kerberg, Mrs. Oweki. From Singapore—Mr. and Mrs. Homao Joyob, Messrs. Nishirka, Odacay, and Oloki. For Yokohama from Mar-



seilles—Messrs. C. Chantre, Schiwank, Allain, Duboux, Cuizof, Bonhomun, Seux, Kalanterwocky, Francois Alphonse, Sisters Patriée Giean, Candide, and Barallon. From Colombo—Messrs. Karsloki, Keckimol. From Suez—Mr. J. Tallars. From Singapore—Mr. J. Eberwein and Miss C. Eberwein, Messrs. C. Ferrari, Festa, and F. W. Fowler.

Per *Wuhu*, str., from Wuhu—Mr. J. C. Mercer.

Per *Caledonien*, str., for Hongkong from Shanghai—Mr. and Mrs. R. J. Harris, Mrs. Maitland, Mr. and Mrs. Skotowa, Messrs. H. K. Kinier, H. Lehmann, J. Maitland, Carl Hohinstrom, G. W. Appleby, L. Dower, Rudolph, Ed. Wilkins, A. P. Nobbs, C. J. Ashley, C. Madrolle, A. W. Kenneth, Fotheringham, H. Raymart, and Baron de Gunsberg. From Yokohama—Messrs. Wydenbruck and Achrenthal. From Kobe—Messrs. Ly Nao, Lim Sing Yuen, Pirata, Mako, and Yong Seong. For Singapore from Shanghai—Mr. H. Delkeskamp. From Kobe—Mr. Moton. For Port Said from Shanghai—Mr. le Ct. Melwintzki. For Marseilles from Shanghai—Mr. and Mrs. Greaves, Messrs. Appay, Bray, R. P. Remy, le Pinices, and Butener. From Yokohama—Messrs. Tanaura, Littrino, Prick, Anba Jine, Tachihara, Matsuyama, Kidoka, and Karowama. From Kobe—Mr. and Mrs. Dubuffet, Mr. and Mrs. Roel, Messrs. Inhabata and Tokomaya.

## DEPARTED.

Per *Hohenzollern*, str., from Hongkong for Yokohama—Messrs. Eugene Nebelung and M. Besmehm.

Per *Prinz Heinrich*, str., for Shanghai from Hongkong—Miss S. Turner, Miss C. Jos. Smith, Messrs. A. Edelen, Hempel, Capt. T. Thomsen.

Per *Pekin*, str., from Hongkong for Singapore—Messrs. W. J. Napier and S. Brindley. For Bombay—Mr. J. Brown. For Brindisi—Rev. and Mrs. M. C. Wilcox and 5 children. For London—Mr. J. A. Vaughan, R.N., Lieut. E. S. Carey, Mr. and Mrs. S. J. Pocock, Miss Harding, Mr. N. Gillies, Capt. F. Biblie, Mr. Geo. A. Mitchell and 2 children (Master and Miss Bentley), Messrs. Richard James, Jno. Carey, R. W. Burbidge, Alfd. W. Wright, Thos. Kelly, Albt. E. Coomber, and John Urwin. From Shanghai for Brindisi—Mr. A. P. Stokes. For London—Miss Ashid Naess. From Yokohama for Sydney—Mr. A. B. Robertson. For Bombay—Lieut. W. B. Abbey. For Brindisi—Mr. and Mrs. Nishigawa. For London—Mr. Wm. Adams. From Kobe for Bombay—Messrs. R. Sethna, J. Abe, J. R. Morita, J. Sakamoto.

Per *Barcelona*, str., for Manila—Messrs. M. Pinillos and Garibaldi.

Per *Ernest Simons*, str., from Hongkong for Shanghai—Messrs. Marcel Olivier, L. E. Olivier, Yuen Wye Kee, E. R. M. Cohen, Percy, F. Emong, Fooks, Mrs. Crowlie, Rev. P. Rossi, Mr. J. M. Villa. For Kobe—Mr. Nakagawa. For Yokohama—Mr. Vachier.

Per *Taisang*, str., for Shanghai—Mr. F. Eckermann.

## SHIPPING IN PORT.

## HONGKONG.

## STEAMERS.

Anger Head, British str., 1,235, Motyer, Jan. 19, Dodwell, Carlill & Co  
Benledi, British str., 1,581, Farquhar, Feb. 13, Gibb, Livingston & Co  
Bonnington, Brit. str., 1,331, Leighton, Jan. 11, Dodwell, Carlill & Co  
Catherine Apar, British str., 1,733, Olifent, Feb. 11, David Sassoon, Sons & Co  
China, German steamer, 1,114, Voss, Feb. 17, Melchers & Co  
Chintung, Chinese str., 874, Stewart, Feb. 12, C. M. S. N. Co  
Chittagong, British str., 1,240, Davy, Feb. 17, Chinese  
Chowfa, British str., 1,095, Williamson, Dec. 24, Butterfield & Swire  
Choysang, British str., 1,195, Sawyer, Feb. 18, Jardine, Matheson & Co  
Chwnshan, British str., 1,282, Stovell, Feb. 12, Bradley & Co  
Clara, German steamer, 665, Ipland, Feb. 1, Jebson & Co  
Cosmopolit, German str., 552, Holtz, Feb. 18, Douglas Lapraik & Co  
Dentros, German str., 1,242, Lassen, Feb. 10, Siemssen & Co

Else, Norwegian bark, 500, Olsen, Feb. 8, Jebson & Co  
Empress of India, Brit. str., 3,003, Pypus, Jan. 28, C. P. R. Co  
Exe, British steamer, 1,247, Fell, Feb. 1, Order  
Fatsan, British str., 1,425, R. L. Blight, H. C. & M. Steamboat Co., for Canton  
Federation, British str., 1,570, Prentice, Jan. 22, Mitsui Bussan Kaisha  
Frogner, Norw. str., 719, Gullicksen, Feb. 15, Order  
Germania, German str., 737, Bendixen, Feb. 16, Jebson & Co  
Guthrie, British str., 1,496, McArthur, Feb. 16, Gibb, Livingston & Co  
Hunkow, British str., 2,235, Dick, Butterfield & Swire, for Canton  
Heungshan, British str., 1,054, W. E. Clarke, H. C. & M. Steamboat Co., for Macao  
Honam, British str., 1,344, G. B. Lefavour, H. C. & M. Steamboat Co., for Canton  
Ingraban, German steamer, 894, Piper, Feb. 18, Wieler & Co  
King Sing, British str., 1,450, Hay, Feb. 16, Jardine, Matheson & Co  
Kong Beng, British str., 862, Joslin, Dec. 13, Yuen Fat Hong  
Kwonghoi, British steamer, 419, Chinese, for Canton  
Loosok, British str., 1,020, Jackson, Feb. 17, Yuen Fat Hong  
Machew, British steamer, 995, Farrell, Feb. 12, Yuen Fat Hong  
Martha, German str., 1,418, Schupp, Feb. 9, Order  
Michael Jebson, Ger. str., 710, Bruhn, Feb. 10, Jebson & Co  
Namao, British steamer, 863, Hall, Jan. 23, Douglas Lapraik & Co  
Onsang, British str., 1,787, Carmichael, Jan. 21, Jardine, Matheson & Co  
Oslo, Norwegian str., 780, Pedersen, Feb. 16, Chinese  
Peru, American str., 3,528, Freile, Feb. 18, P. M. S. S. Co  
Picciola, German steamer, 875, Hass, Feb. 15, Siemssen & Co  
Powan, British str., 1,842, S. W. Goggin, H. C. & M. Steamboat Co., for Canton  
Prosper, Norwegian str., 789, Gogstad, Feb. 18, Chinese  
Rohilla, British steamer, 2,216, Barcham, Feb. 9, P. & O. S. N. Co  
Romulus, German str., 1,707, Schluck, Feb. 6, Lauts, Wegener & Co  
Shelley, British str., 1,267, Wallace, Feb. 16, Bradley & Co  
Siam, British steamer, 992, Ferguson, Feb. 11, Bradley & Co  
Sishan, British steamer, 845, Murphy, Feb. 15, Bradley & Co  
Sungkiang, British str., 994, Dodd, Feb. 14, Butterfield & Swire  
Taicheong, German str., 823, Duhme, Feb. 9, Meyer & Co  
Tai On, British str., 769, Galleouski, Chinese, for Canton  
Taiyuan, British str., 1,495, Nelson, Feb. 16, Butterfield & Swire  
Tetartos, German str., 1,814, Dinse, Feb. 17, Siemssen & Co  
Victoria, Swedish str., 989, Hellberg, Feb. 10, Melchers & Co  
Wing Hong, British str., 217, Maddox, Feb. 18, Chinese  
Wingsang, British str., 1,517, Young, Feb. 18, Jardine, Matheson & Co  
Wuotan, German steamer, 1,015, Ott, Feb. 18, Lauts, Wegener & Co  
Zafiro, British steamer, 675, Cobban, Feb. 18, Shewan & Co

## SAILING VESSELS.

Alster, German schooner, 80, Jumpfer, Jan. 29, Siemssen & Co  
Brodict Castle, British ship, 1,715, Ferguson, Jan. 12, Shewan & Co  
Cerastes, German bark, 571, A. Peters, Jan. 30, Siemssen & Co  
Coloma, American bark, 852, Noyes, Jan. 6, Captain  
Daniel Barnes, Amr. ship, 1,436, Arpe, Jan. 13, Master  
Highland Forest, British bark, 995, Dermody, Jan. 3, Jardine, Matheson & Co  
Ivy, American ship, 1,181, Lowell, Feb. 13, Master

Nam Shun Sing, Chinese 3-m. sch., 368, Cheang Sang, Aug. 21, Chinese  
Tam O'Shanter, Amr. ship, 1,522, Peabody, Feb. 17, Captain  
Wandering Jew, Amr. ship, 1,650, Nicholls, Sept. 17, Captain

## AMOY.

In Port on 5th February, 1896.  
Anna Bertha, German bark, 469, Nielsen, Jan. 16, Pasdag & Co  
Hong Lecng, Brit. str., 1,171, Fripp, Feb. 3, K. Phoe Chun & Co

## FOOCHOW.

In Port on 1st February, 1896.  
Galveston, German bark, 619, Eggers, Jan. 23, Siemssen & Krohn  
Haeshin, Chinese steamer, 674, Wells, Jan. 31, C. M. S. N. Co  
Hailoong, British steamer, 780, Davis, Jan. 31, Jardine, Matheson & Co  
Krim, Norwegian str., 1,118, Irgens, Jan. 31, Siemssen & Krohn  
Lucia, British bark, 640, Inokay, Jan. 22, Master  
Valkyrien, British bark, 498, Andersen, Jan. 21, Siemssen & Krohn

## SHANGHAI.

In Port on 12th February, 1896.  
A. J. Fuller, Amr. ship, Feb. 1, Nils Moller and Sons  
B. P. Cheney, Amr. ship, 1,200, Haskell, Jan. 21, Paul Brunat  
Caledonien, French str., 2,093, Blanc, Jan. 30, Messageries Maritimes  
Canton, British steamer, 1,110, Sellar, Jan. 29, Jardine, Matheson & Co  
Cass, Chinese steamer, 705, Jenssen, Jan. 31, Chinese  
Chingping, Chinese str., 1,048, Crowlie, Jan. 23, Carlowitz & Co  
Chiynen, Chinese steamer, 1,211, Null, Feb. 11, C. M. S. N. Co  
Contest, British bark, 486, Soderman, Jan. 19, Nils Moller & Sons  
Daphne, German str., 1,206, Samuelsen, Feb. 10, Siemssen & Co  
Fungshun, Chinese str., 802, Jan. 11, C. M. S. N. Co  
Fuping, Chinese str., 1,058, Corner, Jan. 16, Carlowitz & Co  
Glenavon, British str., 1,912, Norman, Feb. 11, Jardine, Matheson & Co  
Haeon, Chinese steamer, 896, Mertens, Feb. 6, C. M. S. N. Co  
Haeshin, Chinese steamer, 820, Wells, Feb. 11, C. M. S. N. Co  
Hsinehi, Chinese str., 1,066, Patterson, Feb. 8, C. M. S. N. Co  
Hsinyu, Chinese str., 1,027, Blethen, Jan. 31, C. M. S. N. Co  
Jens Meinich, Norw. str., 446, Olsen, Jan. 14, H. Sylva & Co  
Kobe Maru, Jap. str., 1,655, Haswell, Feb. 11, Nippon Yusen Kaisha  
Kristina Nilsson, German bark, 230, Feb. 3, Nils Moller and Sons  
Kwongsang, British str., 989, Stalker, Feb. 4, Jardine, Matheson & Co  
Meefoo, Chinese str., 1,339, Klopfer, Jan. 17, C. M. S. N. Co  
Omega, British bark, 481, Brown, Dec. 31, Morris & Co  
Osaka, British bark, 539, Hansson, Feb. 1, Nils Moller and Sons  
Pakhoi, British steamer, 1,248, Stott, Feb. 10, Butterfield & Swire  
Pechili, British steamer, 880, Bradley, Feb. 9, Jardine, Matheson & Co  
Peiping, Chinese steamer, 320, Conner, Dec. 21, C. M. S. N. Co  
Port Adelaide, Brit. str., 1,717, Morgan, Feb. 1, Dodwell, Carlill & Co  
Raveana, British str., 2,046, Street, Jan. 29, P. & O. S. N. Co  
Rewa, British bark, 454, Barrier, Jan. 11, Hopkins, Dunn & Co  
Sikh, British steamer, 1,735, Rowley, Feb. 11, Dodwell, Carlill & Co  
Smith, Chinese steamer, 704, Merlees, Feb. 1, Chinese  
Szechuen, British steamer, 1,158, Derby, Jan. 4, Butterfield & Swire  
Tantalus, British str., 2,299, Hannah, Feb. 9, Butterfield & Swire  
Toonan, Chinese str., 941, Mertens, Dec. 11, C. M. S. N. Co



Walter Siegfried, British bark, 394, Roberts, Feb. 1, Nils Moller and Sons  
Whampoa, Brit. str., 1,109, Newcomb, Jan. 28, Butterfield & Swire  
Woosung, British str., 1,108, Jones, Jan. 26, Butterfield & Swire  
Wuchang, British str., 801, Sutherland, Jan. 31, Butterfield & Swire  
Yungching, Chinese str., 761, Symons, Feb. 11, C. M. S. N. Co  
Yungping, Chinese str., 567, Clemens, Feb. 5, Carlowitz & Co

## NAGASAKI.

In Port on 29th January, 1896.

Baikal, Russian str., 713, Maximoff, Jan. 12, Holme, Ringer & Co  
Chowchowfoo, Ger. str., 975, Meyer, Nov. 8, Nippon Yusen Kaisha  
Eidsvold, Norw. str., 2,210, Schyder, Jan. 8, Holme, Ringer & Co  
Hakusan Maru, Jap. str., 2193, Kutoba, Jan. 4, Japanese  
Harima Maru, Jap. str., 447, Kitano, Jan. 19, Nippon Yusen Kaisha  
Higo Maru, Japanese str., 871, Jones, Jan. 28, Nippon Yusen Kaisha  
Kachidate Maru, Jap. str., 2143, Marry, Nov. 24, Mitsui Bussan Kaisha  
Mathilde, German str., 599, Moos, Jan. 27, Holme, Ringer & Co  
Novick, Russian str., 159, Dec. 9, Holme, Ringer & Co  
Strelock, Russian str., 190, Bredichin, Dec. 25, Holme, Ringer & Co  
Tambow, Russian str., 2,875, Ivanofsky, Jan. 25, Holme, Ringer & Co  
Trujenik, Russian str., 276, Jonkovsky, Dec. 21, Holme, Ringer & Co  
Vladimir, Russian str., 715, Bollmna, Jan. 5, Holme, Ringer & Co

## KOBE.

In Port on 30th January, 1896.

Auretta, British str., 1,753, Henderson, Jan. 11, Nippon Yusen Kaisha  
Brambletye, British ship, 1495, Gormn, Dec. 27, Standard Oil Co  
Catarina, British steam-yacht, 424, Humphrey, Jan. 21, Thames Yacht Club  
Devonhurst, British str., 1,463, Resise, Dec. 31, Butterfield & Swire  
Emile, Russian sch., 45, Friedmann, Oct. 24, H. Lucas & Co  
Gaisen Maru, Japanese str., 1020, Harrasfamzt, Nov. 4, Japanese  
Ghazee, British steamer, 1764, Bailey, Dec. 28, Nippon Yusen Kaisha  
Gisela, Austrian steamer, 2,811, Mitis, Jan. 27, Browne & Co  
Harima Maru, Jap. str., 447, Kataoka, Jan. 17, Nippon Yusen Kaisha  
Henry Failing, Amr. ship, 1899, Merriam, Jan. 19, Standard Oil Co  
Hiogo Maru, Jap. str., 940, Walter, Jan. 27, Nippon Yusen Kaisha  
Kinai Maru, Jap. str., 1411, (late Riversdale)—Yamamoto Usaburo  
Mary L. Cushing, Amr. ship, 1,575, Pendleton, Dec. 27, Standard Oil Co  
Myrmidon, British str., 1,815, Brown, Jan. 27, Butterfield & Swire  
Ningchow, British str., 1,735, Harris, Jan. 23, W. M. Strachan & Co  
Orono, British steamer, 1,322, Hancock, Jan. 27, Dodwell, Carlill & Co  
Queen Elizabeth, British ship, 1,865, Fulton, Jan. 21, Flint, Filby & Co  
Sakata Maru, Jap. str., 1,369, Deleland, Jan. 13, Nippon Yusen Kaisha  
State of Maine, Amr. ship, 1468, Parke, Dec. 29, Standard Oil Co  
Taiwan Maru, Japanese str., 1,030, Dec. 30, Japanese

## YOKOHAMA.

In Port on 22nd January, 1896.

Anconda, Amr. sch., 40, Larsen, Sept. 21, Captain  
Arctic, British schooner, 58, Brown, Oct. 31, Capt. Fyne  
Bering, Russian bark, 1025, Ringvall, Dec. 10, Captain  
Caledonien, French str., 2,500, Blanc, Jan. 18, Messageries Maritimes  
Fiana, Amr. can sch., 74, Petersen, Captain  
Dunfermline, British ship, 2,773, Forbes, Jan. 2, Standard Oil Co  
Golden Fleeco, Amr. sch., 97, Hansen, Sept. 23, J. Kernan

Harry Morse, Amr. bark, 1,300, Lane, Jan. 1, Japan Trading Co  
Isis, British steamer, 1,588, Walker, Oct. 15, Samuel Samuel & Co  
Josephine, Amr. sch., 30, Hansen, Sept. 18, A. E. Fisher  
Palawan, British str., 4,500, Gadd, Jan. 17, P. & O. Co  
Prosper, Norwegian str., 789, Gogstad, Jan. 7, Remedios  
Pyrrhus, British steamer, 2,299, Batt, Jan. 17, Butterfield & Swire  
Saipan, American schr., 72, Wilson, Nov. 19, Order  
Wm. H. Macy, Amr. ship, 2140, Amsbury, Oct. 23, Captain

## HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Aeolus, cruiser, 8 guns, 7,000 h.p., Captain Groome, Singapore  
Alacrity, steel despatch boat, 4 guns, 3,180 h.p., Com. F. G. de Lisle, at Hongkong  
Archer, cruiser, 6 guns, 3,500 h.p., Comd. C. E. Kingsmill, at Canton  
Centurion, flagship, 14 guns, 13,000 h.p., Capt. S. H. Logie, at Hongkong  
Daphne, gunboat, 8 guns, 2,000 h.p., Com. G. H. MacArthur, at Shanghai  
Edgar, cruiser, 12 guns, 10,000 h.p., Capt. W. H. Henderson, at Yokohama  
Esk, double-screw gunboat, 3 guns, 340 h.p., Lieut.-Com. H. P. Barton, at Ichang  
Firebrand, composite gunboat, 4 guns, 460 h.p., Lieut.-Com. V. Maud, at Hankow  
Humber, storeship, Capt. Frank W. Wyley, at Shanghai  
Immortalité, armoured cruiser, 34 guns, 8,500 h.p., Capt. Ed. Chichester, at Hongkong  
Linnet, gunboat, 5 guns, 1,050 h.p., Com. R. C. Sparkes, at Tientsin  
Narcissus, armoured cruiser, 34 guns, 8,500 h.p., Capt. H. B. Lang, at Hongkong  
Peacock, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. Laxton, at Singapore  
Pigmy, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. H. A. Phillips, at Hongkong  
Pique, cruiser, 8 guns, 7,000 h.p., Capt. Henry C. Bigge, at Yokohama  
Plover, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. Barker, at Foochow  
Porpoise, steel torpedo cruiser, 6 guns, 3,500 h.p., Com. F. R. Pelly, at Chemulpo  
Rainbow, cruiser, Capt. W. C. C. Forsyth, at Chemulpo  
Rattler, composite gunboat, 6 guns, 1,200 h.p., Lieut.-Com. H. Cotesworth, at Newchwang  
Redpole, gunboat, 8 guns, 1,200 h.p., Lieut.-Com. Grafton, at Hongkong  
Spartan, cruiser, 8 guns, 7,000 h.p., Capt. Alfred L. Winsloe, at Nagasaki  
Swift, double-screw g.-v., 2 guns, 1,010 h.p., Com. R. K. McAlpine, at Foochow  
Tweed, double-screw gun-vessel, 3 guns, 340 h.p., Lieut.-Com. G. A. C. Ward, at Hongkong  
Undaunted, cruiser, 12 guns, 8,500 h.p., Captain Hallifax, at Singapore  
Victor Emanuel, receiving ship, 20 guns, Com. modore Boyes, at Hongkong  
Wivern, turret ironclad, 4 guns, 1450, in reserve, at Hongkong

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian cruiser, 30 guns, 8,000 h.p., Capt. Molas, at Kobe  
Ad. Nakimoff, Russian ironclad, 32 guns, 8,500 h.p., Capt. Kashirinoff, at Nagasaki  
Aleout, Russian gunboat, 8 guns, 1,100 h.p., Capt. Elkisky, at Vladivostock  
Alger, French ironclad, 23 guns, 8,254 h.p., Com. Boutet, at Foochow  
Arcona, German cruiser, 19 guns, 2,400 h.p., Capt. Simon, at Amoy  
Aspic, French gunboat, 4 guns, 453 h.p., Capt. Journet, at Bangkok  
Bayard, French flagship, 36 guns, 4,500 h.p., Com. Chouens, at Saigon  
Bengo, Portuguese gbt., 3 guns, 400 h.p., Lieut.-Com. Carvalhosa d'Almeida, at Hongkong  
Bobre, Russian cruiser, 16 guns, 1,150 h.p., Capt. Molos, at Nagasaki  
Borgo, Russian torpedo boat, 2 guns, Capt. Molos, at Shanghai  
Castilla, Spanish cruiser, 20 guns, 4,400 h.p., Capt. Enrique Santalo, at Manila  
Charleston, Amr. cruiser, 20 guns, 7,500 h.p., Capt. Coffin, at Nagasaki

Comete, French gunboat, 6 guns, 450 h.p., Capt. Mandet, at on Yangtze  
Cormoran, German cruiser, Comd. Brinckman, at Woosung  
Concord, Amr. cruiser, 15 guns, 3,400 h.p., Com. Craig, at Foochow  
Cristoforo Colombo, Italian cruiser, 14 guns, 3,800 h.p., Capt. Garotti, at Vladivostock  
Detroit, Amr. cruiser, 16 guns, 5,400 h.p., Com. John Stark Newell, at Foochow  
Diu, Portuguese gunboat, 6 guns, 700 h.p., Capt. A. Gomes, at Macao  
Djigit, Russian cruiser, 14 guns, 2,000 h.p., at Vladivostock  
Don Antonio de Uolla, Spanish corv., 14 guns, 1,600 h.p., Com. Duelo, at Manila  
Don Juan de Austria, Spanish corv., 14 guns, 1,600 h.p., Com. R. P. de Bonanza, at Manila  
Duguay Trouin, French cruiser, 22 guns, 3,940 h.p., Capt. Bell, at a gon  
Emperor Nicolas I., Russian flagship, 10 guns, 8,250 h.p., Capt. Foelkersohm, at Nagasaki  
Forfait, French cruiser, 23 guns, 2,960 h.p., Capt. Dekert, at Nagasaki  
Gaidamak, Russian torpedo-cruiser, 9 guns, 3,500 h.p., Capt. Stemann, at Kobe  
Gremyastchey, Russian gunboat, 9 guns, 2,000 h.p., Capt. Boubenoff, at Shanghai  
Iltis, German gunboat, 4 guns, 380 h.p., Capt. Ingenold, at Canton  
Irene, German cruiser, 20 guns, 8,000 h.p., Capt. von Dresky, at Amoy  
Isly, French ironclad, 30 guns, 8,120 h.p., Capt. Rivet, at Nagasaki  
Kaiser, German flagship, 26 guns, 7,803 h.p., Capt. Faeschke, at Amoy  
Koreatz, Russian sloop, 9 guns, 2,150 h.p., Capt. Lindestroem, at Yokohama  
Korevets, Russian cruiser, 14 guns, 1,600 h.p., Capt. Iltich, at Chemulpo  
Kreysser, Russian cruiser, 18 guns, 1,826 h.p., Capt. Dabitch, at Nagasaki  
Lion, French gunboat, 6 guns, 100 h.p., Capt. Papaix, at Hongkong  
Lutin, French gunboat, 4 guns, 427 h.p., Capt. Gueydon, at Tientsin  
Machias, Amr. cruiser, 16 guns, 1,600 h.p., Com. E. S. Houston, at Chemulpo  
Manjou, Russian cruiser, 16 guns, 2,000 h.p., Com. Andreeff, at Nagasaki  
Monocacy, Amr. gunboat, 6 guns, 1,300 h.p., Com. Reisinger, at Tientsin  
Nayesdnik, Russian cruiser, 14 guns, 1,719 h.p., Capt. Zarine, at Vladivostock  
Olympia, American flagship, Capt. J. J. Read, at Nagasaki  
Otvazny, Russian gunboat, 9 guns, 1,000 h.p., Capt. Rodionoff, at Nagasaki  
Pamiat Azova, Russian ironclad, 34 guns, 11,500 h.p., Capt. Tchoukhine, at Nagasaki  
Parseval, French gunboat, 8 guns, 1,817 h.p., Capt. Fourrest, at Japan  
Petrel, Amr. gunboat, 11 guns, 1,300 h.p., Lieut.-Com. W. H. Emory, at Shanghai  
Pluvier, French gunboat, 4 guns, 500 h.p., Com. Vedel, at Bangkok  
Prinzess Wilhelm, German cruiser, 20 guns, 8,000 h.p., Capt. Holtzendorff, at Hongkong  
Reval, Russian torpedo-boat, Capt. Barsh, at Shanghai  
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock  
Sivoutch, Russian cruiser, 13 guns, 1,125 h.p., Capt. Astromoff, at Tientsin  
Sophie, German corvette, 14 guns, 2,100 h.p., Capt. Herbing, at Nanking  
Sweaborg, Russian torpedo-boat, 2 guns, Lieut. Ergourcheff, at Chefoo  
Triomphante, French frigate, 24 guns, 4,200 h.p., Capt. B. de Bretzel, at Saigon  
Vipere, French gunboat, 4 guns, 427 h.p., Capt. Constolle, at Bangkok  
Vitiaz, Russian cruiser, 24 guns, 3,000 h.p., Capt. Zarine  
Vladimir Monomach, Russian ironclad, 34 guns, 7,500 h.p., Capt. Rogestrensky, at sea  
Vostock, Russian gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock  
Vsadnik, Russian torpedo-boat, 12 guns, 3,500 h.p., Capt. Greve, at Kobe  
Wolf, German gunboat, 4 guns, 380 h.p., Lieut.-Kretschman, at Singapore  
Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock  
Yorktown, Amr. cruiser, 16 guns, 3,400 h.p., Com. Steekton, at Nagasaki  
Zabiaka, Russian cruiser, 20 guns, 2,000 h.p., Capt. Lebedeff, at Foochow